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IN THIS ISSUE

Leading Southern Manufacturers give their views upon the business situation as it may be affected by the presidential election.

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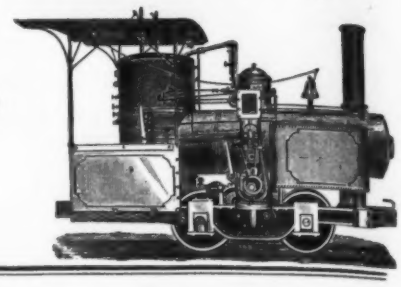
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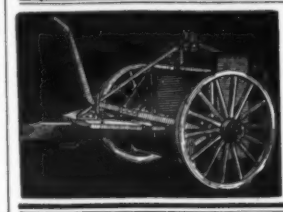
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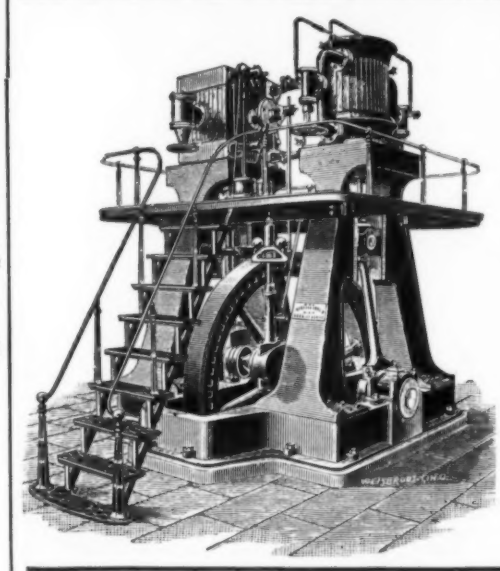


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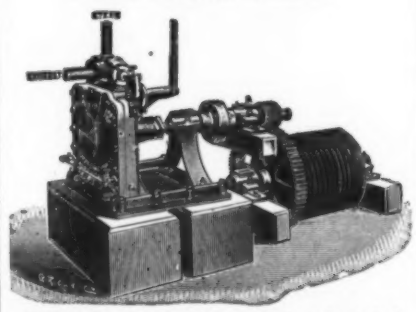
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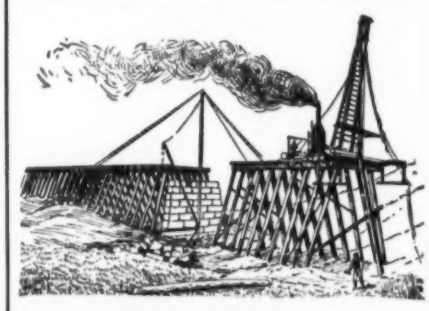
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Mason Machine Works, Taunton, Mass.
Charlotte Machine Co., Charlotte, N. C.
Kilburn, Lincoln & Co., Fall River, Mass.
Providence Machine Co., Providence, R. I.
Knowles Loom Works, Worcester, Mass.
Easton & Burnham Mch. Co., Pawtucket, R.I.

Tiles.
Columbia Encaustic Tile Co., Anderson, Ind.

Tobacco Machinery.
Crews & Westbrooks, Danville, Va.
Cardwell Machine Co., Richmond, Va.
Buckeye Iron and Brass Works, Dayton, O.

Tools. (Machinists' and Mechanics'.)
Springfield Mch. Tool Co., Springfield, O.
Fifield Tool Co., Lowell, Mass.
Standard Tool Co., Cleveland, O.
Chas. H. Besly & Co., Chicago, Ill.
Henry B. Pancoast & Co., Philadelphia, Pa.

Tool Expander.
Johnson Tool Co., Wilkes Barre, Pa.

Torch. (Contractors. Wells Light.)
Ewd. Robinson, New York, N. Y.

Towns.
Charleston, S. C.
Crowley, La.
Lynchburg, Va.

Trust Companies. [See Bankers and Brokers.]

Tubing.
Chas. H. Besly & Co., Chicago, Ill.

Turbines. [See Water Wheels.]

Typewriters.
Wyckoff, Seamans & Benedict, New York.

Valves.
E. B. Kunkle & Co., Fort Wayne, Ind.
Culver Mfg. Co., Scranton, Pa.
The Lunkenheimer Co., Cincinnati, O.
The Vulcan Works, Chester, Pa.
Mason Regulator Co., Boston, Mass.
Chapman Valve Mfg. Co., Indian Orchard, Mass.
Southern Water Supply Co., Atlanta, Ga.
N.J. Car Spring & Rub. Co., Jersey City, N.J.
Ahrens & Ott Mfg. Co., Louisville, Ky.
R. D. Wood & Co., Philadelphia, Pa.
Jenkins Bros., New York, N. Y.
Ludlow Valve Mfg. Co., Troy, N. Y.

Veneer Machines.
E. E. Titus, Petersburg, Va.

Wagon Builders' Mchy. & Supplies.
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H. L. Beach, Montrose, Pa.
J. A. Fay & Co., The Egan Co., Cincinnati, O.

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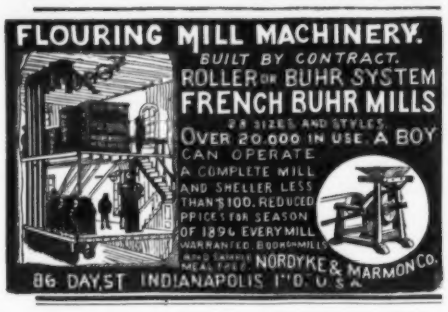
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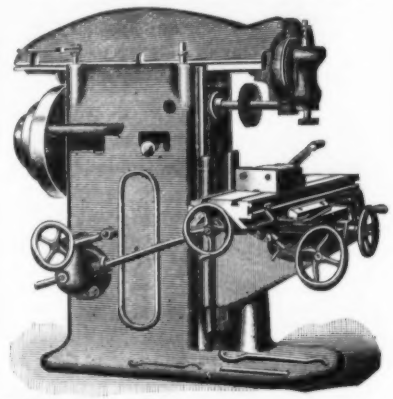
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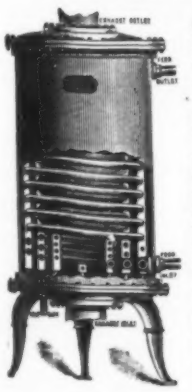
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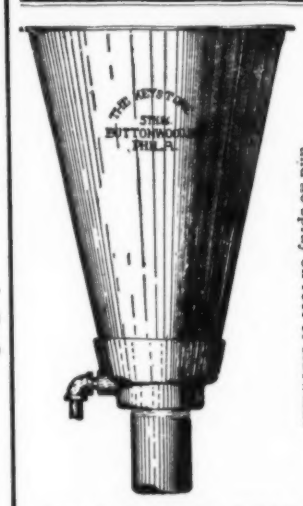
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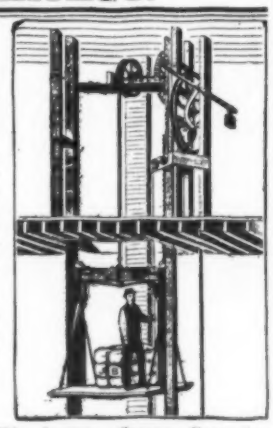
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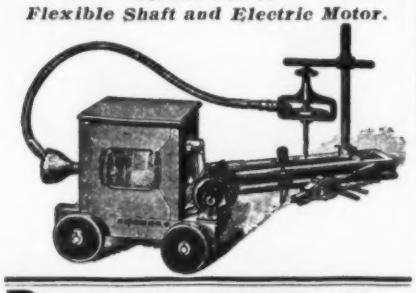
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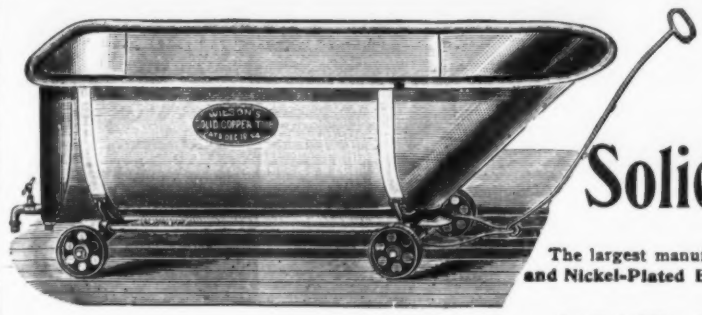
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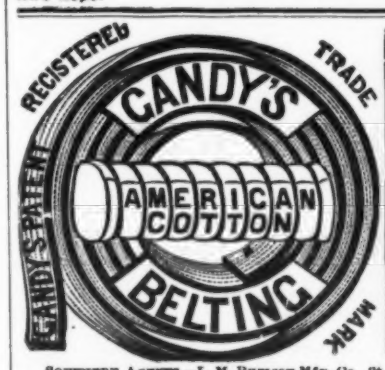
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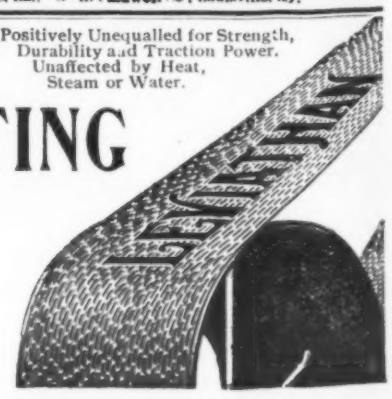


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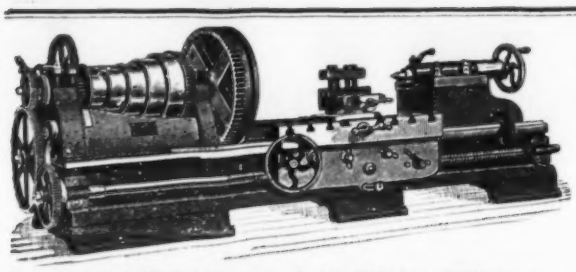
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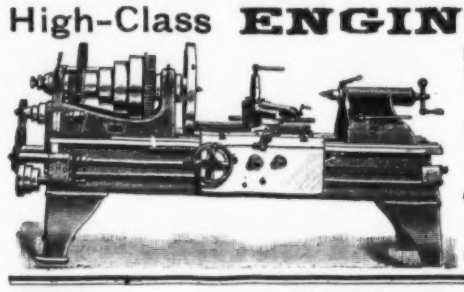
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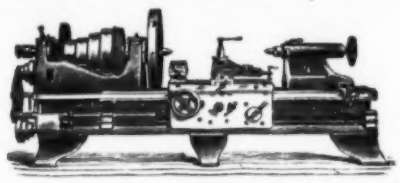
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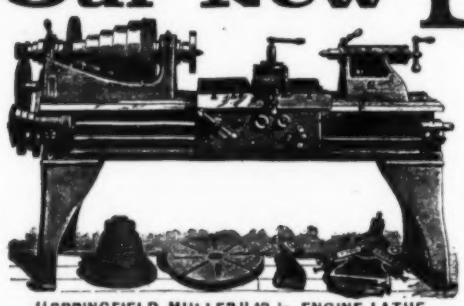
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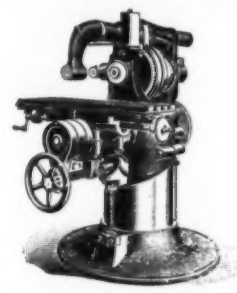
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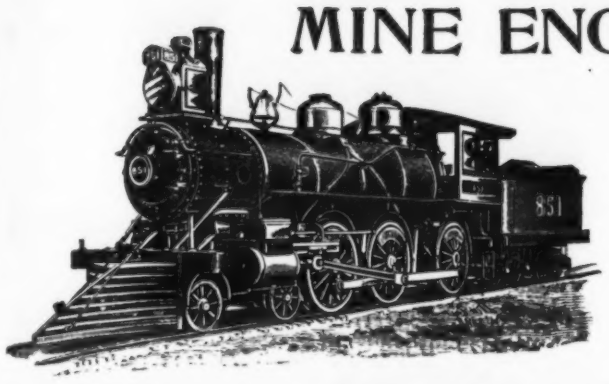
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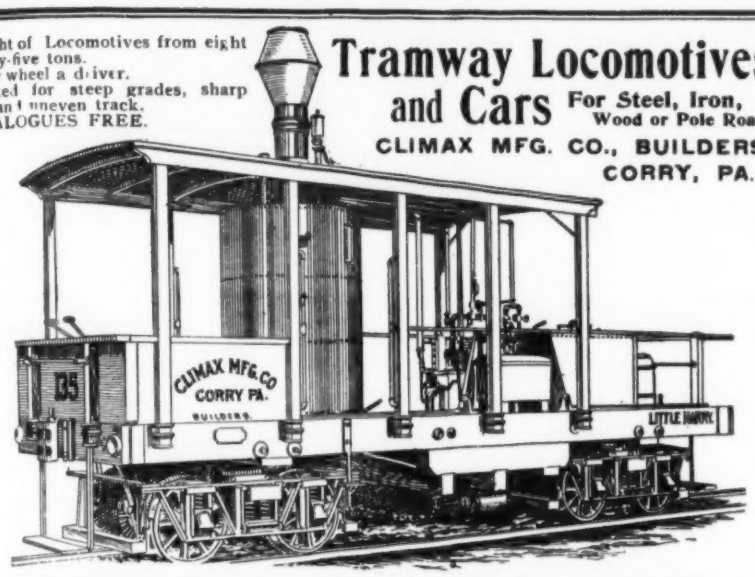
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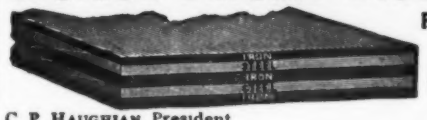
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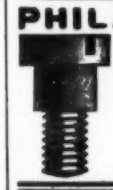
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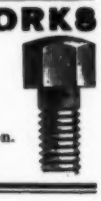
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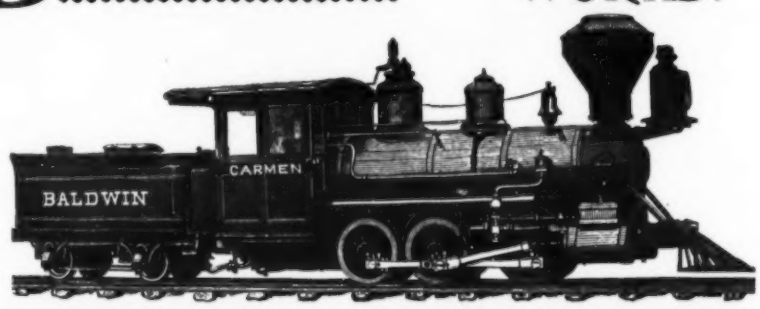
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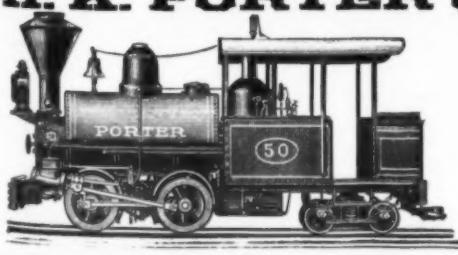


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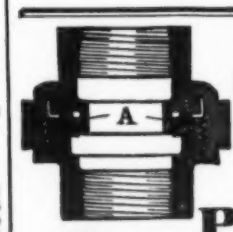
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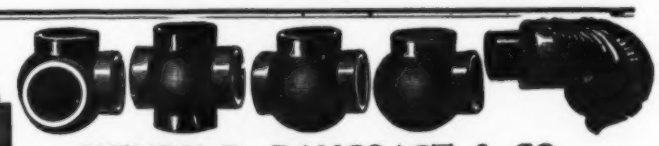
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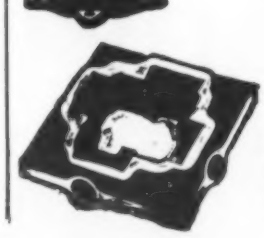
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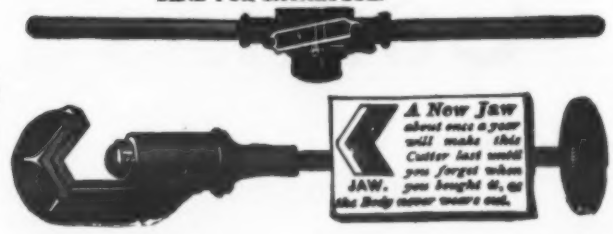


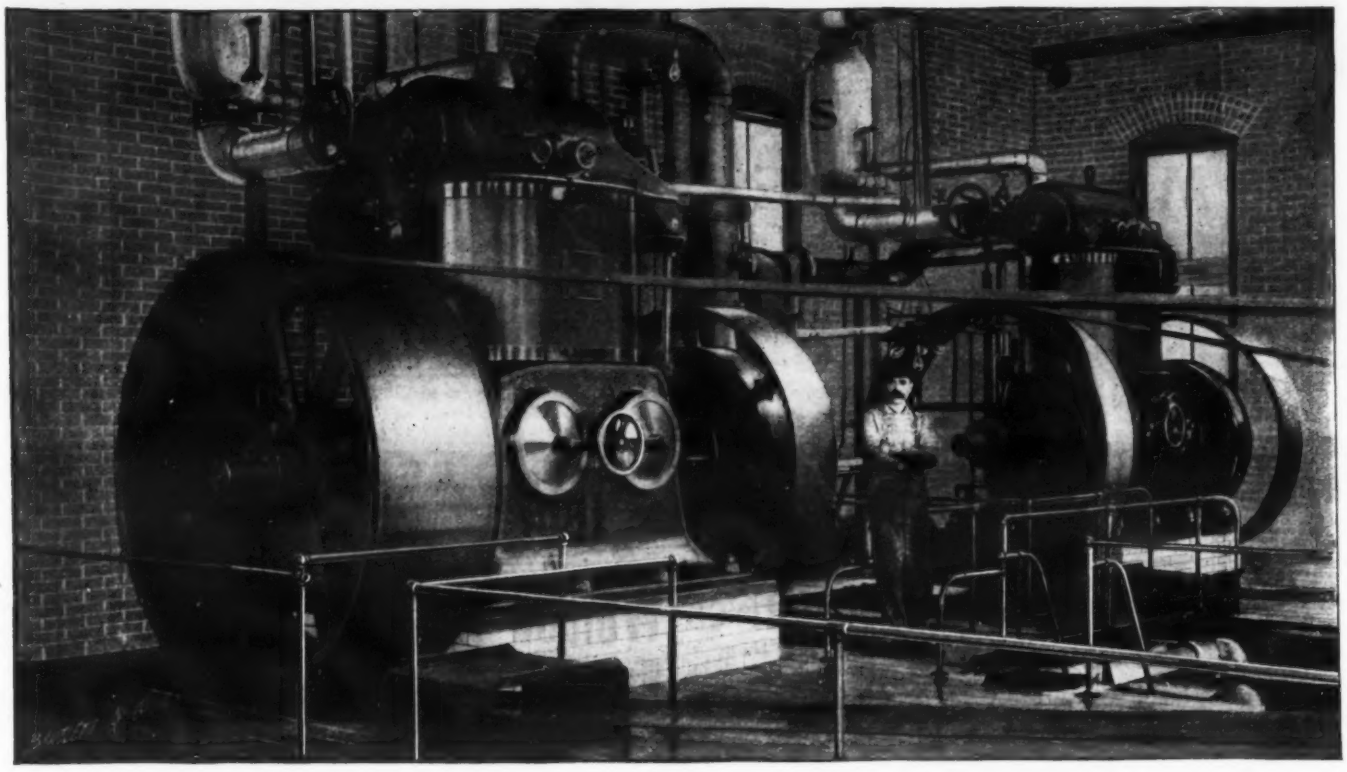
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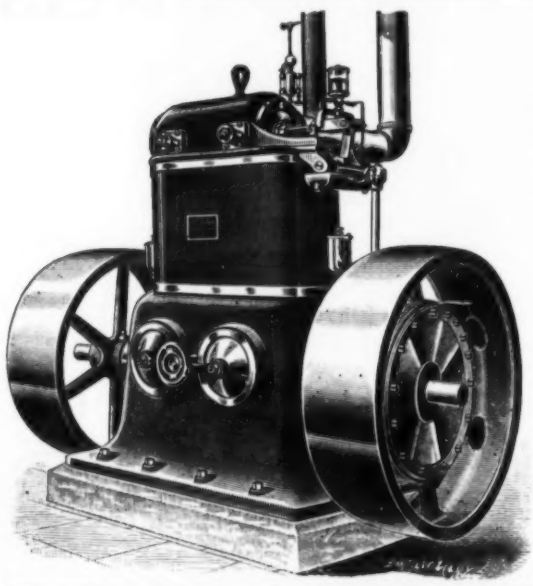




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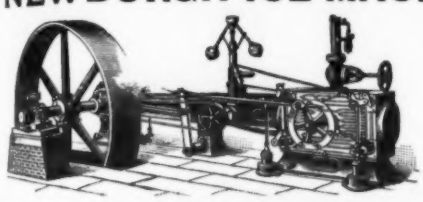
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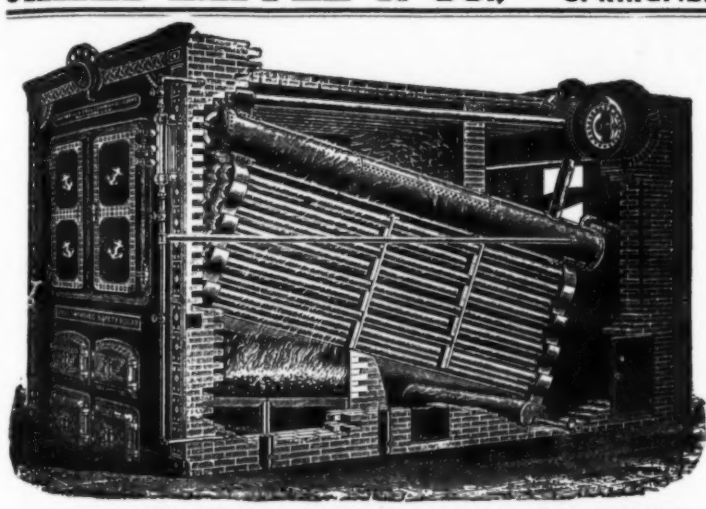
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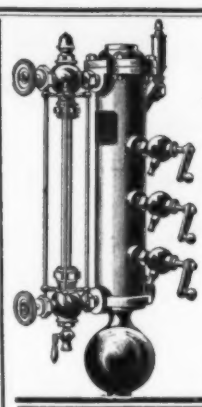
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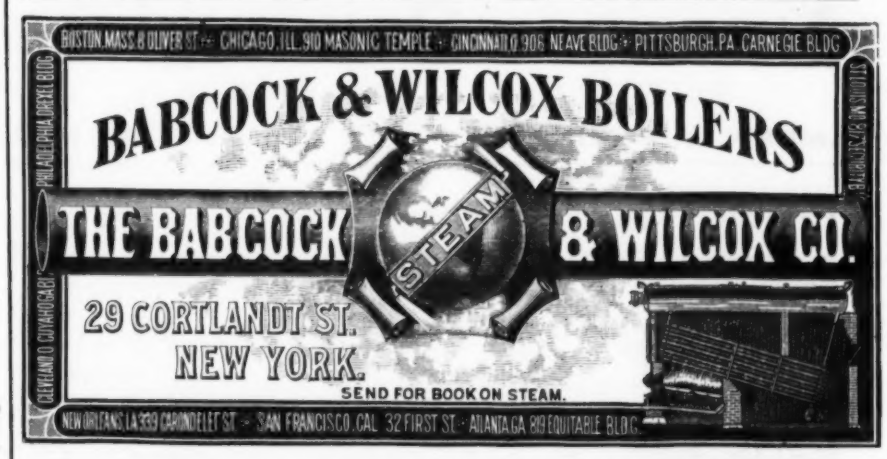
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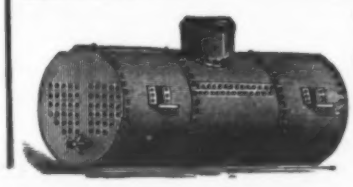
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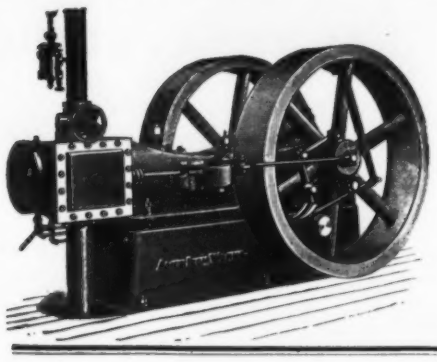
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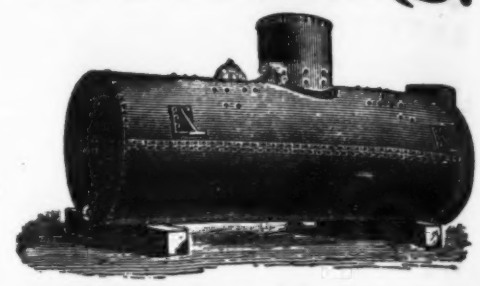
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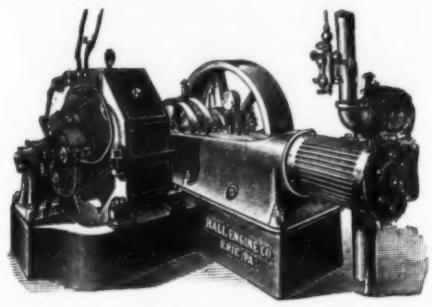
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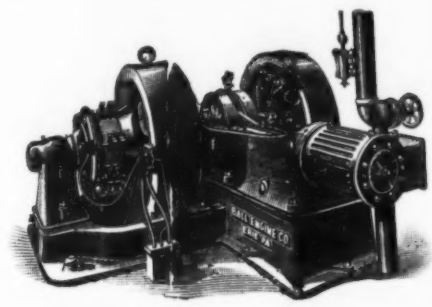


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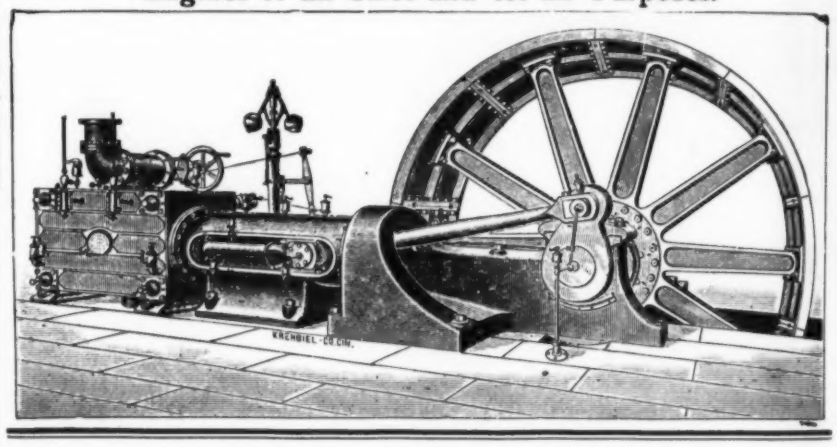
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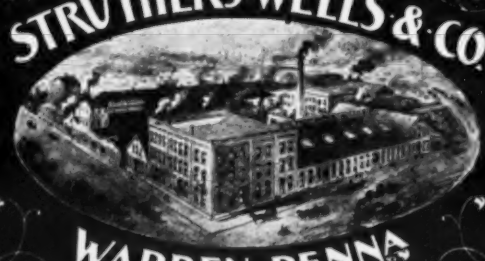
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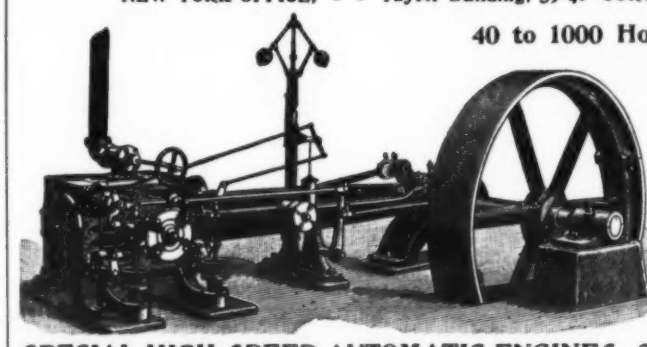
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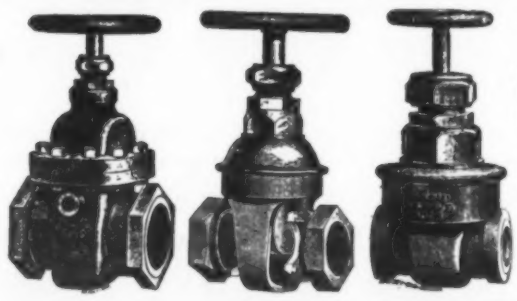
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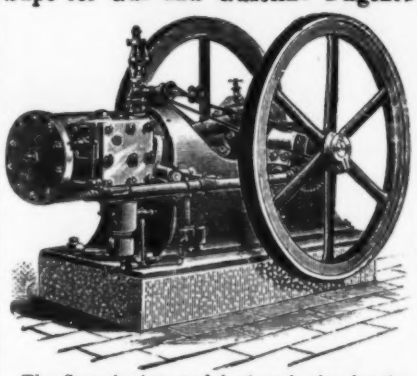
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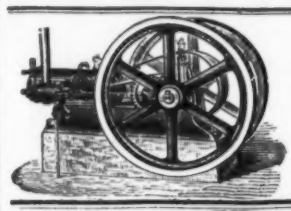
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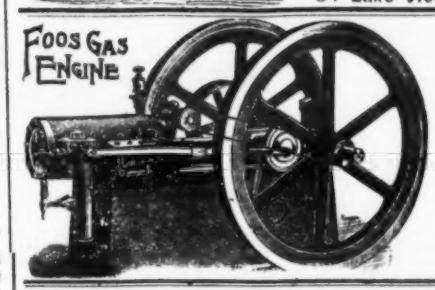
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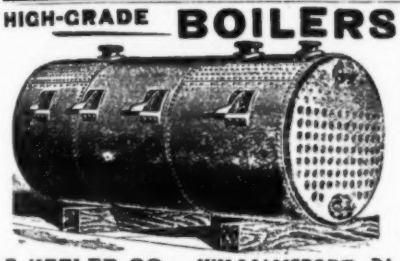
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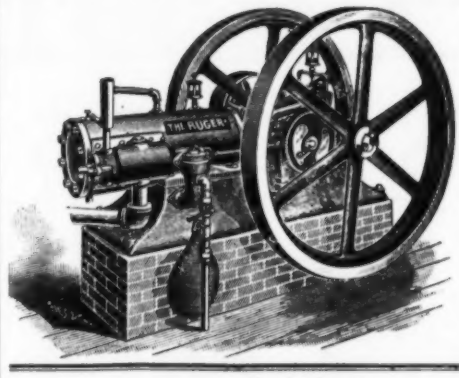
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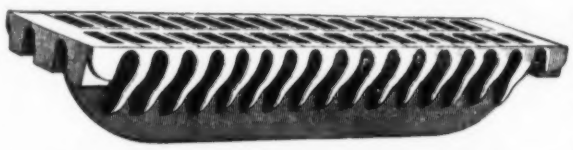
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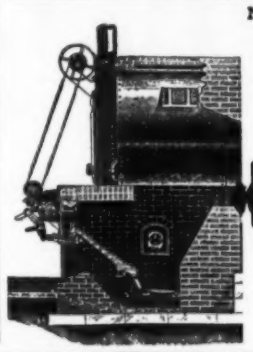
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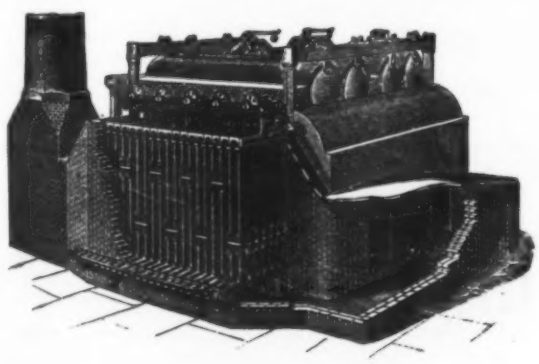
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Bagging factories	1	325	300,000	350,000
Barrel factories	1	123	225,000	150,000
Basket and willow-ware factories.	2	13	10,000	25,000
Basket & veneer wks.	1	250	75,000	125,000
Breweries	1	100	167,000	300,000
Candy factories	10	60	100,000	325,000
Carriage & wagon wks.	6	100	50,000	100,000
Cider and vinegar	3	15	15,000	35,000
Cigar factories	9	100	60,000	262,000
Cotton factories	1	645	$ 600,000	$ 700,000
Cotton & wool pick's.	1	15	40,000	30,000
Cotton ties, etc	1	20	10,000	25,000
Envelope & box facty.	1	63	30,000	75,000
Fertilizer works	13	1,400	5,325,000	4,365,000
Flour and grist mills.	8	275	150,000	700,000
Foundries & iron wks.	3	200	250,000	300,000
Ice factories	2	25	75,000	100,000
Job printing and book binding	8	180	325,000	450,000
Lead factories	1	10	40,000	130,000
Marble & granite wks.	5	60	40,000	75,000
Mattress factories	2	35	27,000	70,000
Men's clothing	11	90	60,000	250,000
Oil refineries	1	5	20,000	325,000
Proprietary estab'mts.	35	170	75,000	150,000
Rice mills	3	130	400,000	1,600,000
Saddleries & harness.	9	30	60,000	150,000
Sail & awning fact'ies.	2	25	40,000	70,000
Sash & blind factories.	5	320	350,000	850,000
Saw and lumber mills.	8	250	300,000	850,000
Ship and boat yards	3	70	75,000	175,000
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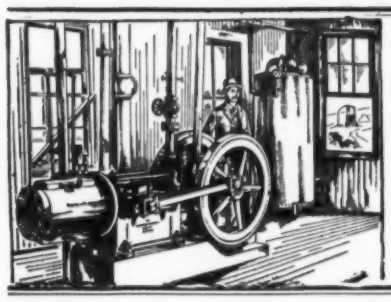
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VOL. XXX NO 8 WEEKLY. | BALTIMORE, SEPTEMBER 18, 1896. | $4.00 A YEAR. SINGLE COPIES, 10 CENTS.

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BALTIMORE, SEPTEMBER 18, 1896.

The Business Record is the title of a monthly publication which has made its appearance at Houston, Texas, with F. N. Gray, editor and general manager. The September number, which is the second, contains several articles which should increase the interest of investors and settlers in that section of the South. The Record also treats of Southern topics in general, and contains an extract from the Manufacturers' Record on the "Commercial Relations Existing Between Kansas City and the South."

In making up the total shipments of grain from Southern ports last week, the statistics compiled by the Manufacturers' Record from reports in the office of the Bureau of Statistics at Washington gave the total shipments from Pensacola as 115,528 bushels. In the meantime, however, the Manufacturers' Record had written to the collector of customs at Pensacola, as well as to the collectors of all other Southern ports, and a letter from him gives the shipments from Pensacola as 317,493 bushels of corn and 11,285 barrels of flour. These figures are materially larger than what the Manufacturers' Record published last week, and indicate the growing importance of the grain trade at that port. Unfortunately, the letter of the Manufacturers' Record asking for this information, mailed on September 4 to all collectors of Southern ports, with the specific request to advise us of the shipments by September 9 at the latest, received very slow attention, the letter from Pensacola not having been received until Friday; hence this discrepancy.

Virginia Cattle Shipments.

The cattle raised in Virginia are noted for their fine quality, and find a ready market for export. Recently two shipments were made from the vicinity of Tazewell, Va., which consisted in all of 3465 head, valued at $230,000. They were purchased for Nelson Morris, the well-known Chicago meat dealer, from Joseph Gillespie and Henry Stewart.

The South Again the Lowest Bidder.

Some months ago the Manufacturers' Record pointed out that wherever the South came in competition with other sections, it set the pace for lower prices by being able to underbid all others. The development of the iron interests of Alabama forced the furnaces of all other iron-making districts to meet the prices set by that section or quit business. The low cost of cotton manufacturing in the South makes the price for the cotton goods produced elsewhere, and New England mills have been compelled to reduce their cost or move South, and now the price set by a Southern ship-yard permanently lowers the cost of shipbuilding in this country. On the competitive bids for building battleships some months ago the Newport News Shipbuilding & Dry Dock Co. underbid the Cramps by 20 per cent., securing a contract for both vessels at a saving of about $1,000,000 to the government. On Monday last bids were opened for building three battleships, of about 11,000 tons each, and the bidders were: Newport News Shipbuilding & Dry Dock Co., of Virginia, one ship for $2,595,000; John H. Dialogue & Son, of Camden, N. J., one ship for $2,661,000; Bath Iron Works, of Maine, one ship for $2,680,000; Wm. Cramp & Sons, of Philadelphia, one ship for $2,650,000 and two for $2,650,000 each; Union Iron Works, of San Francisco, one ship for $2,674,950.

Thus again this Virginia ship-yard underbids all others.

The reasons for these striking facts are not hard to be found; they are due to the inherent advantages of the South for manufacturing—advantages given by nature, and which nothing can take from her.

Diversity of Thought.

There is a very general admission on the part of all leading republican papers and politicians that the South must settle its race questions by itself, and that we shall never again be threatened with force bills. This campaign, in breaking up old partisan ties, making men think for themselves, and creating a public sentiment everywhere free from the restraints of political dictation, is going to prove of great benefit to our country. It will be a blessing to the South, for it will develop more diversity of thought and of action than we have had in the past, and this is as essential as diversity of crops or diversity of industry. Commenting on these points, Frank Leslie's Weekly says:

This solidity, of course, has been largely due to the prevalent apprehension concerning negro domination, and to a conviction that a division of the democratic strength might open the way for the supremacy in some sense of this obnoxious element. This ground of apprehension no longer exists. Whether rightly or wrongly, this issue has been practically settled by the logic of events. The negro is no longer, even in the eyes of Southern men, a serious menace to the social order or to the domination of the intelligent and substantial citizens. No one is any longer startled by the spectre of a force bill or by the distempered dreams of an invasion of federal bayonets for the establishment of negro rule. The fact that this question has been eliminated is admitted even by the New York Sun, which has, in season and out of season, clung to it as a sort of scarecrow to hold doubtful democrats to their party allegiance.

This issue out of the way, it is inevitable that the solidity which has heretofore obtained among Southern men should be broken, and that with the development of new industries, industrial and otherwise, and the introduction of new ideas, there should come a re-formation of party lines. The sentiment in favor of protection is growing in many localities, as the natural result of the establishment of new industries which need the encouragement of friendly legislation.

Unjustifiable Attacks.

The Manufacturers' Record does not know who is responsible for it, but the fight that is being made upon the Seaboard Air Line through New York papers is one of the most disreputable pieces of work that we have ever seen. We are in receipt every day or so of New York papers containing very unjust criticisms of the Seaboard, so plainly the work of an enemy seeking to undermine the credit of this company that it is amazing that the papers will lend themselves to it. These articles are evidently written for a purpose, and then marked copies are mailed around the country—at least, that seems to be the way, judging by what the Manufacturers' Record receives. They are unfair, and on their very face bear evidence of a determined effort to disrupt this company. Without any question as to the merits of the railroad war now prevailing, the Manufacturers' Record protests against New York papers wilfully maligning any Southern enterprise. Of course, no one would accuse rival railroads of being guilty of such work as this. We fully acquit any railroad company of this kind of warfare, and believe that some bear operator, seeing an opportunity to depress the price of stock while the rate war is on, is guilty of it. Such things have happened before, and we presume that so long as speculators who are willing to enrich themselves at the expense of others live, we shall see work of the same kind. It is unfortunate, however, that it happens just now, because it is apt to create the impression that other railroads are guilty of inspiring these attacks. This, of course, cannot be true. The Seaboard Air Line is doing magnificent work for the upbuilding of the South, for the increase of immigration and the development of manufactures, and it deserves the hearty commendation of everyone interested in the advancement of this section.

For some time past Sir Edward Reed, who is prominently connected with English naval affairs, has been traveling in this country. Recently, at the invitation of Mr. C. P. Huntington, he visited the extensive plant of the Newport News Shipbuilding & Dry Dock Co., with Mr. Mackay, of Scotland. In a letter to the Manufacturers' Record, Mr. Huntington states that Mr. Reed was very much pleased with his visit, and deeply interested in the magnitude of the enterprise. Mr. Huntington states that his visit has had no other significance than that of curiosity to examine this great plant.

Some Silly Criticisms.

The Manufacturers' Record, of Baltimore, has developed into an ardent advocate of McKinley, and is quite sure that his defeat will be a great calamity to the country, and especially to the South and its industrial development. The Manufacturers' Record invites attention to the fact that contracts calling for large investments of capital have been made, conditioned on the election of McKinley, and which will be null and void if he is defeated. On this point the Manufacturers' Record says:

"Some contracts looking to large investments in railroad and industrial interests have lately been made, with a provision that they are to be carried out immediately after the election if McKinley wins, but are to be null and void if he is defeated. The Manufacturers' Record learns of one contract of this kind relating to the construction of 300 or 400 miles of railroad in the South."

The above is very cheap campaign thunder to be employed by such a reputable journal as the Manufacturers' Record, but nevertheless it will not influence votes either one way or another. Capital is always invested in enterprises which it is believed will pay, and not those that depend for success upon the rise or fall of a politician or a political party. The Charleston News and Courier very correctly says:

"Since this plan for McKinley's election has been made, however, it is proper to remark that railroad and other industrial enterprises in the South which are conditioned on McKinley's election, and the consequent revival of republican protection, are not worth having. Industries and concerns which cannot live and thrive except by taxing the people for their support will not help any people; they are not the kind that are wanted in the South. It would not profit this section in any degree to build even 300 or 400 miles of railroad in it, as one incident of McKinley's election, when another incident would be to tax it millions more of dollars annually to support manufacturing industries in other sections. It would not pay, as a matter of business, and we can therefore regard Mr. McKinley's defeat with perfect complacency because of the saving to our pocket which his defeat would certainly insure."—New Orleans States.

Let us see a minute about these statements. The Manufacturers' Record published, purely as a matter of news, without comment, the fact that some large contracts for railroad building had been made dependent upon the election of Mr. McKinley. We presume that the question of tariff did not enter into the matter at all, but that it was the money question wholly that caused this stipulation of McKinley's election to be put into the contract. The rise or fall of a political party may involve prosperity or destruction, and so the States's argument on that line is too silly to need reply. As to the News and Courier, it is bitterly against free silver, and is likewise opposed to protection. It is, therefore, in a quandary. In its hatred of protection it slaps at every industry established in the South as a result of a protective tariff. The business people of the South, the men who are laregly responsible for its wonderful advancement, are opposed to the News and Courier's position. The Manufactur-

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ers' Record has no apology to make for anything it has said that disturbs the States and the News and Courier. The record of its work is before the South and before the country. It is entirely willing to be judged by that. It has been criticised in the past, but has lived to see its position on many subjects, condemned at the time, warmly applauded afterwards. Its policy looks beyond the ups and downs of politicians, to the broad field of the upbuilding of the whole South, the creation of employment for millions of people, the betterment of the condition of farmers by the development of towns and cities to furnish a market for diversified products, and thus through the advancement of the South to the enrichment of the nation. Pursuing that policy, it turns neither to the right nor to the left because of commendations or criticisms, but seeks to advocate that, and only that, which contributes to the furtherance of this aim.

Two items of news of much significance are, first, that the net increase in the number of spindles in Southern cotton mills last year was 577,000, while in the North the gain was only 100,000 spindles; and, second, that a sale was made last week of 5000 tons of Alabama iron for shipment to England, making, it is said, a total of 65,000 tons sold to foreign buyers by one Alabama company. What a striking fulfillment is found in these two facts of the predictions made years ago by the Manufacturers' Record. These predictions met only ridicule then, but time has proved that the Manufacturers' Record was correct. The Financial Chronicle's report shows that for four years, from 1892-93 to 1895-96, the net increase in spindles in the North was only 325,000, or 250,000 less that the increase in the South for the past year alone. In four years the net increase in the South has been nearly 1,000,000 spindles, and if the large number being spindles, and if the large number now being added to old mills and being put in new mills not yet completed be included, the total would be largely over

Important Harbor Improvements.

Some very important contracts for harbor improvement have recently been let at Savannah, Ga. They comprise dredging and breakwater work. The dredging includes the removal of over 1,000,000 cubic yards of the harbor bottom near the present jetty, and will be done by Rittenhouse R. Moore, of Mobile, whose bid was much lower than five other competitors. Mr. Moore also secured the contract for dredging in Darien and Brunswick harbors, his bid being $24,000. Among the competitors were several large Northern dredging companies, but it is stated the superiority of Mr. Moore's apparatus enables him to take the contracts at a lower rate.

The breakwater and jetty work will probably be let to the Atlantic Contracting Co. for $835,000. Another large contract is that of constructing a jetty on Cumberland sound. This will cost over $2,000,000, and will probably be awarded to Greene & Gaynor, who really represent the Atlantic Contracting Co. The latter, therefore, will probably secure all of the work on the breakwater if its bids are approved by the government.

A dispatch from Richmond, Va., announces that Stilson Hutchins, the principal owner of the Washington Post, has obtained control of the State newspaper in that city, and will operate it in connection with Taylor Grandy, the present business manager.

THE VIEWS OF SOUTHERN MANUFACTURERS.

The Manufacturers' Record believes that the best influence with the people of the South in such a time of political excitement as this is not the views of outsiders, but of the foremost business men of this section. What the men of intimate connection with the upbuilding of the South say of the probable effect of the election of the gold or the silver ticket is far more likely to influence the people than learned discussions on the science of money, with which the majority of people are already befogged, or of speeches by professional politicians. On this account the Manufacturers' Record sent out last week to several hundred Southern manufacturers the following letter:

Baltimore, September 5, 1896.

Dear Sir—The Manufacturers' Record invites an expression of opinion upon the following vital questions:

First—What in your opinion would be the effect upon business if the gold and protection ticket should win?

Second—What in your opinion would be the effect upon business if the silver and free-trade ticket should win?

We should be glad to have your views upon these questions in order to show the sentiments of leading manufacturers and business men of the country—the men whose energy and ability have made this the foremost manufacturing nation of the world.

Very truly yours,
RICHARD H. EDMONDS,
Editor and General Manager.

The replies received are startling in the dire forebodings of a very large majority of overwhelming disaster should free silver win. Out of 151 replies, 124 are unqualifiedly against free silver, and regard it as a menace to all business interests, fifteen are in favor of silver, and twelve are non-committal. Running through many of these letters is the idea that "should free silver win, we will have the worst panic ever known." These are not the views of theorists; they are not the predictions of men who can foolishly be charged with trying to create a panic; they are not the statements of Wall street, nor of professional politicians. On the contrary, they are the sober fears of hundreds of the foremost manufacturers of the South—the men who have been leading that section toward activity and prosperity; of men who have been furnishing employment for tens of thousands of laborers; of men who, in most cases, are going to change their life-long political associations in order to vote against what they believe would be a great calamity. The Manufacturers' Record begs the people of the South to study these letters, to study their meaning, and to realize how the business men of this section regard free silver. The Manufacturers' Record commends to every man the following letters, from cotton manufacturers, from lumber operators, from coal-miners and others:

IN FAVOR OF GOLD.

Charlotte Cotton Mills, Charlotte, N. C.: "The success of the McKinley ticket would lead to an early revival of business. If Bryan should be elected, there would ensue such a panic as this country has never seen, with disaster to all kinds of business."

Page Lumber Co., Aberdeen, N. C.: "1. While we are unalterably opposed to what is known as the McKinley tariff, we are of the opinion that the maintenance of the gold standard is absolutely necessary for the best interest of the business of this country, and that the settlement of the financial question by the ascendency of the gold-standard candidate will put business in better shape, and the volume will be satisfactory to business men generally, and the laboring class in particular. 2. The election of the free-coinage candidate and the enactment of free-coinage laws means the greatest panic this generation has seen, and the absolute undoing of business generally."

Aberdeen Lumber Co., Aberdeen, N. C.: "1. Should McKinley and sound money win the day next November, we sincerely believe that it will have the effect of establishing business confidence; capitalists will invest their money; factories which have been closed for a long time will be reopened, and the manufacturer and laboring man will enjoy such a period of prosperity as has not been known in this country for several years. 2. Should Bryan and free silver win the day at the coming election, we fear that business men will become more cautious, capitalists will lock their gold in vaults for fear of being repaid with depreciated coin, and the country will suffer one of the most deplorable business panics ever experienced."

Elm Grove Coal Co., Elm Grove, W. Va.: "1. If McKinley should win by decided majority, believe business would settle into an improved condition. 2. Have nothing to lead us to look for improvement, but would expect depression in business, and very unsettled state in the financial affairs in all lines of business."

J. W. Graham, Central City, W. Va.: "1. With sound money and protective tariff, factories will start up; capital will seek investment; business generally will be good. 2. Free trade means to continue business as it now is, and drive manufacturers to the wall. Free silver means one of the greatest panics ever known."

Worthington Coal & Coke Co., Fairmont, W. Va.: "1. In my opinion, confidence in the nation would be restored and business would revive with a bound. 2. All confidence in the government would be destroyed, suspension of business and financial panics would follow."

A. Johnson, Pennington Gap, Va.: "1. Would undoubtedly restore confidence, and consequent prosperity. 2. Disaster and ruin in every quarter. What we want is confidence, the chief cornerstone of prosperity. We have money enough to carry on three times the business we are doing. We want business to put it in the channels of trade."

S. Chamberlain, Chattanooga, Tenn.: "1. Would benefit greatly. 2. Very injurious. I cannot conceive of a greater calamity, from a business point of view."

Lane Cotton Mills, New Orleans, La.: "1. Business would at once improve, and cotton manufacturing especially would at once feel the return of confidence by a strong demand for its product at paying prices. 2. Disaster and the shutting down of mills."

A. Korvell, Clarksville, Tenn.: "1. I think election of republican ticket would help everything. 2. Free coinage would almost ruin the United States."

Dimmock Coke & Coal Co., Thurmond, W. Va.: "1. There would be a general revival of business throughout the United States. The army of idle men would find employment at fairly good wages. 2. Greater depression in business than now exists in our country, failures, bankruptcy, repudiation of debts, public first, then private."

A. E. Huddlestun, White Sulphur Springs, W. Va.: "1. I believe it would result in a revival of all classes of manufacture. 2. I believe it would result in possibly one of the worst panics this country has ever had."

J. N. Edwards, Shoal Creek, Ga.: "1. The gold and protection ticket is the only safe way for the American people. 2. If the silver and free trade should win, it will ruin all American factories and be detrimental to all branches of trade."

Charles Adamson, president the Cedartown Cotton Manufacturing Co., Cedartown, Ga.: "I have taken nearly $500,000 of Northern money to Georgia in the last five years. I am waiting, with the greatest anxiety, for the election of the gold and protection ticket. I have a land company, and have recently started a hosiery yarn mill, that has as fine an equipment as there is in the world. If McKinley succeeds, I will go on bringing money to the South, and will immediately start plans to increase my mill. If the silver free-trade ticket is elected, I will not be able to get a dollar, and expect my operations to be ruined. Protection and sound money are the two things needed to help the great work of developing Southern industries, and how the people of the South can follow the false prophets when your paper, and everyone like myself, sincerely interested in its development, is preaching the true doctrine to them, is more than I have been able to understand after over six years' work for the South. I can only compliment you for your loyal work in the interests of the South, and wish you Godspeed in the effort, as it means prosperity and renewed activity, if we have gold and protection, or stagnation and failure if we have silver and free trade."

Meridian Cotton Mills, Meridian, Miss.: "1. Should gold and protection win, business and industries would take on renewed energy and confidence be restored. This would open the great gold coffers now so tightly closed, money would seek investments and development undertaken, as was the condition four to six years ago. 2. Should free silver and free trade win, we would be the dumping-ground of the foreign powers, both for silver and manufactured products, closing our own industries, depriving the wage-earner of opportunity to make a living and reduce the wage-earners' purchasing abilities to such a low state as to reduce the selling price of even all farm products. Shutting down American mills would mean ruinous prices to cotton and a calamity to the South. We hope you will be able to educate the masses through your able journal within the next few weeks, that there may be no doubt as to the success of sound money and protection, thus restoring confidence even before the elections, and bring about prosperity the few months sooner that can never be regained."

Trion Manufacturing Co., Trion Factory, Ga.: "1. It is of vital importance for this ticket to win. There is no logical reason against it. No country has ever tried it to its sorrow. It will bring us all a good business, with confidence in the future and stable values. Will place the debtor and creditor on a firmer basis. This country will rank with the foremost nations of the world. Our people will have employment, and prosperity will be with us for at least four years and longer. 2. We can see nothing but restrictions and doubt; want of confidence; want of credit; shutting down of enterprises; an idle people."

Flint River Lumber Co., Bainbridge, Ga.: "In reply to your first question, we beg to say that in our opinion, the effect would be an immediate revival of business and an advance in prices of all commodities, resulting from an increased demand. Confidence being restored, buyers would not hesitate. In response to your second question, we have to say that

we believe that we would have the worst panic that this country ever experienced, and that it would not recover from the effects of it for a long while. A feeling of doubt and uncertainty would fill the business mind, and cause parties to hesitate and hoard their money, instead of risking it in business enterprises and loans. In the course of time business would adapt itself to the new order of things, but much damage would result from the change before it did so."

E. N. Clemence, secretary and treasurer of the Eagle & Phœnix Manufacturing Co., Columbus, Ga.: "1. Prosperous times would follow. 2. Ruinous times would follow."

Cannon Manufacturing Co., Concord, N. C.: "We believe sound money and protection will give us good business."

C. E. Kramer & Bro., Elizabeth City, N. C.: "In answer to the first question in your circular will say, we think it would be the very best thing that could happen to the lumber business if the gold and protection ticket should win. This is the opinion of very near, if not all, lumber men in Eastern North Carolina. If silver and free trade should win, we think it would be death to the lumber business for some time to come."

Austen Coke Works, Austen, W. Va.: "1. I believe that if gold and protection wins, business confidence will be restored and that we will have a number of prosperous years; and vice versa, if silver and free trade wins, I expect the greatest financial panic ever known."

Jas. N. Williamson & Sons, Elon College, N. C.: "In our opinion, if McKinley and sound money wins, business will go right off with a 'boom,' but if Mr. Bryan and his free silver wins, we look for the worst panic the United States has ever seen. Let us use our best efforts to put McKinley in the 'White House,' and we feel sure the country will immediately be in a prosperous condition."

Granite Falls Manufacturing Co., Granite Falls, N. C.: "We think that if the gold standard should win, there would be a revival of business, and if the silver standard, a worse state of affairs than now exists."

L. Hutchison, treasurer Rock Hill Cotton Factory Co., Rock Hill, S. C.: "1. We believe the success of the gold ticket will result in an increase of confidence and a revival of business. 2. We very much fear if silver wins, the result will be very disastrous, particularly as to the South. We are unable to see how free silver can help the South."

G. I. Gillespie, East Bank, W. Va.: "We think sound money and protection the very thing to open up prosperity to our country."

J. W. Carman, treasurer Cabarrus Cotton Mills, Concord, N. C.: "We believe sound money and protection will give us good business."

J. U. Graham, New Richmond, W. Va.: "1. Should the gold and protection ticket win, business would improve at once; confidence in the stability and purchasing power of the money of the country upon a gold basis, together with a fair rate of protection for our manufacturing laborers, would stimulate business all over the country. 2. Should free silver and free trade win, the present depression would be still greater. The people are tired of experimenting with protection and the money."

Ferguson Lumber Co.: "1. We believe that the election of the gold ticket means the revival of the manufacturing interest and a general era of prosperity to both the capitalist and the working people. 2. We believe that the election of the silver ticket means harder times, and that its success will close down the few manufacturing interests that are now in operation."

Isaac Wright, Memphis, Tenn.: "I am satisfied that if gold and protection ticket should win, business would revive and confidence would be restored and capital would be released. If silver and free trade succeeds, then I am satisfied business would remain suspended, and it would be difficult to say for how long."

Chesapeake Mining Co.: "Sound money, high protection and McKinley will do for this nation of ours, as we have felt the effect of free trade. God pity us on free silver."

J. E. Johnson, Longdale, Va.: "1. It would be in the direction of stability, which would give ultimate, if not immediate, prosperity. 2. A continuance of the present situation, only worse and more of it."

H. T. White, Matewan, W. Va.: "1. Improvement at once, and the country would enter on an era of prosperity. 2. 'Death in the pot' is lurking as surely as in the herbs that were suspicious of old."

W. T. Jordan, Mountain Island, N. C.: "The success of the silver and free-trade ticket would be very disastrous, while the success of gold and protection would result in great good, both to business men and laborers."

Curphey Woolen Co., Vicksburg, Miss.: "1. Confidence will be restored. 2. Ruinous."

Etna Manufacturing Co.: "1. We think the effect of gold and protection would benefit the South, North and East. We are sound believers in gold, and advocate protection, as our iron and iron-ore business demand this. 2. We see no benefit, except to business in a few Western States and silver-producing countries, in free silver."

The Dora Coal Mining Co., Horse Creek, Ala.: "1. In our opinion, if the gold ticket should win, confidence would again be restored, and with returning confidence business of all kinds would improve with it. 2. And if the silver ticket should win, the depression in business would continue for an indefinite length of time, with a probability that the business of the country for a time would suffer even worse than at the present time."

The Low Moor Iron Co. of Virginia, Low Moor, Va.: "1. For the past several years, as a result of light dealings with the tariff, free-silver agitation, fear of a debased currency, etc., business relations of this country have been seriously disturbed, and we believe the election of a President and Congress, on an honest-money platform, should restore confidence in business transactions both at home and abroad. 2. We believe that providing for the free coinage of silver at the ratio of 16 to 1 is a dishonest undertaking; that it is a bold step toward the destruction of legitimate business, and that is would cause great suffering among the laboring classes."

Bridgers & McKeithan Lumber Co., Burke, S. C.: "While we are utterly opposed to all that McKinley represents, except sound money, still, as the lesser of two evils, we hope to see him President of the United States."

McDowell Coal & Coke Co., McDowell, W. Va.: "The effect upon business of the return of the gold and protective-tariff ticket would, in our opinion, be as follows: 1. The return of public confidence, a largely increased investment of capital, new life to American industries, greater demand and better pay for American labor. And of the silver and free-trade ticket: 2. The special enrichment of silver-mine owners at the cost of all other industries, and the weakening of public confidence; the destruction of thrift as a national virtue, by the transfer of nearly one-half the fruits of labor to those who have not earned them; the debasement of American credit in the markets of the world, thereby jeopardizing the borrowing powers in case of war; costly commodities, whose large profits will serve to enrich foreign labor, and whose heavy prices will serve to impoverish American labor."

Lathrop-Hatten Lumber Co., Riverside, Ala.: "We believe that business will resume its former condition if the gold and protection ticket should win. In case the free-silver and free-trade ticket wins, we have no idea what the results will be, but we will say for ourselves that we are making preparations for breakers ahead, and will 'paddle our own canoe.'"

O. M. Stinson, superintendent United States Car Co., Anniston, Ala.: "I am not a politician, but as a business man I certainly predict that with gold and protection our business will immediately revive, because it has been suspended for so long in consequence of the uncertainty of the matter. Whereas, with silver and free trade would be a new departure for the present generation, and the moneyed and business men will certainly go very slow and feel their way. This would result in continued depression and total suspension of a great deal of business until legislation should be had, which would take, in my opinion, at least two years."

White, Dixon & Co., manufacturers pig iron, Bear Spring, Tenn.: "1. We believe if the gold and protection ticket should win, business would at once show new life, and there would be better feeling among business men over the world, and no doubt in our minds but what business would become much better. 2. On the other hand, we believe if free coinage of silver, ratio 16 to 1, and free-trade ticket should win, business would become more stagnated than it is even now, and this country would have the worst panic seen for years. Three members of four in our firm have never voted anything but the democratic ticket, but are this time forced to leave the so-called party that was nominated at Chicago, as we believe free coinage of silver, 16 to 1, will ruin the country."

Reliance Lumber Co., Beaumont, Texas: "Answering the first question, we think that if the gold-standard ticket is elected and protection given sufficient to meet the expenses of the government, prosperity would soon follow. Answering your second question, if the free-silver ticket should be elected, we believe that general depression would follow, for a while at least. It is then possible that prosperity would follow for a few years, but when the full effects of the overproduction of silver comes, we would have disastrous results. We are for sound money, and feel assured in saying that our county is for sound money."

Winifrede Coal Co., Winifrede, W. Va.: "1. In my opinion, if the gold and protection ticket should win at the coming election, the effect would be to restore confidence, and we would see business improve at once. 2. Should the free-silver and free-trade ticket win, in my opinion the depression would be worse than ever, and business would be paralyzed for the next four years."

Tombigbee Mills, Columbus, Miss.: "1. I believe with the election of McKinley and the sound-money ticket, business will revive, capital will be turned loose, factories will start up, and everyone that wants employment can get it. 2. With Bryan's election and free silver and free trade, with that anarchistic element, should succeed, in my opinion, confidence would be destroyed, capital withdrawn, factories shut down, idleness and vagrancy would follow, if not something worse—revolution."

Riverside Cotton Mills, Danville, Va.: "1. We think if Mr. McKinley is elected, it will have a very beneficial effect upon business, and that we would at once enter upon a period of prosperity, bordering on if not culminating in a boom for all branches of business. While in our opinion there are defects in our financial system which should be corrected, we think this will be done after the defeat of the free-coinage-of-silver craze at the polls by the people. It is our opinion that the government should go out of the banking business, and while we fear that we cannot hope for this for some time to come, still we have strong faith that with the silver question voted down and confidence restored, we shall have beneficial financial legislation. Replying to your second query, namely, 'What in your opinion would be the effect upon business if the silver and free-trade ticket should win?' beg to say that the election of the silver candidates would, we believe and fear, be a great calamity to business and very disastrous to the people. From the information we have, if this party is put in control of the government we cannot see how such results to commercial, manufacturing and all other lines of industry can be averted. We believe that the election of Mr. Bryan and a Congress in accord with his views would be detrimental to the interests of nine-tenths of the people of the United States, and that we would not recover from its evil effects during this generation."

Stollenwerck Lumber Co., Montgomery, Ala.: "1. We think that if McKinley is elected business will take a new start and that trade will be revived. 2. We are very much afraid that if Bryan is elected trade will be paralyzed, and it will take quite a while for people to adjust themselves to the new conditions."

Mary Lee Coal & Railway Co., Birmingham Ala.: "1. If the gold ticket wins I think we would almost immediately see a revival of business. Capital would be forthcoming for legitimate enterprise, with general confidence restored. Protection is an artificial stimulus that will not last. Any general revision of the tariff, with the uncertainty caused thereby, would retard return to prosperity. Forty-two per cent. seems to me to be sufficient protection. A duty, however, could be put upon wool, sugar, lumber, etc., to take care of any deficit in the revenue. There is no doubt in my mind as to the consumer paying the tax, and a general revision of the tariff on protection lines would only add to the burden. 2. If the silver ticket wins a panic would likely be precipitated. Creditors would rush to collect debts, with consequent failures and stagnation in business intensified. This stagnation would continue so long as laws were being enacted to carry out the free-silver idea. When passed—and I doubt if a free-coinage law would ever be passed by Congress—then a long time will elapse before business could be adjusted to changed conditions. Free trade is a misnomer so long as it takes $500,000,000 per year to pay expenses of the government, and any agitation on this line would unsettle matters, and what the business interests of the country need is rest."

Charles E. Coffin, Muirkirk, Md.: "1. If McKinley is elected the two questions of sound currency and tariff will be settled, and the business men of this country will have confidence that all legislation will be on the above basis. Confidence will be restored, and we will have prosperity. 2. If Bryan is elected all will be in doubt. We will be on a silver basis at once. Stagnation of trade worse than we now have must follow until the new administration goes into office, with chances in favor of a panic. I cannot

believe that the people of this country are willing to put the affairs of the nation in the hands of a man of so little executive ability, and who upholds the Chicago platform."

Caldwell Land & Lumber Co., Philadelphia, Pa.: "1. If gold and protection should win, I believe confidence in the perpetuity of the honor and integrity of the government and the people and in the ability of the republican party to administer affairs upon sound business principles will revive and stimulate healthy activity and restore prosperity. 2. If silver and free-trade ticket should win, I believe panic, ruin and disaster would result to all classes and conditions, the wage-earners especially suffering."

Whitaker Iron Co., Wheeling, W. Va.: "1. That the success of the gold and protection ticket will bring with it a marked improvement in business, and all that the country is waiting for to start it forward under improved conditions. 2. The effects of the success of the silver and free-trade ticket, in our opinion, will be most disastrous. The experience of the last two or three years and the object-lesson it has furnished gives ample evidence to the effects to be derived from a free-trade policy and a silver basis."

James Lumber Co., Charleston, W. Va.: "1. It is our opinion that if gold and the protection ticket wins it will have a very encouraging effect upon business. This will leave our money good the world over, and give us legislation which in two or three years will be paying off the national indebtedness, instead of selling bonds to pay running expenses of the government. 2. If free silver and free trade wins, it would simply ruin the country, individually and nationally."

Pacolet Manufacturing Co., Spartanburg, S. C.: "1. Business would revive. 2. Panic and less business."

Newport Rolling Mill Co., Newport, Ky.: "1. If gold and protection ticket should win business in every line would boom at once, with such a boom as our country has seldom seen. 2. Should silver and free-trade ticket win the result would be most disastrous."

Norfolk Coal & Coke Co., Maybeury, W. Va.: "1. If the gold and protection ticket should be elected, the monetary and tariff questions then being settled for four years, at least, there is no doubt, in our opinion, but that general business will gradually revive in a healthy manner. 2. Should the silver ticket win, we entertain the view that general demoralization will follow, more or less extended and serious, depending upon the political complexion of the next Congress. It would be absurd to suppose that men will risk their fortunes, the accumulation of years of hard work, to be controlled by the incompetent, the idle, the lazy, the vicious, otherwise, the revolutionists."

Chickasaw Coal & Coke Co., Carbon Hill, Ala.: "Give us gold and protection. We do not want any free Bryan in 'ourn.'"

Irondale Furnace Co., Independence, W. Va.: "The election of McKinley would restore confidence and cause a general revival of business. If Bryan should be elected, the next day a rush on banks and monetary institutions would commence, forcing most of them to suspend payment, causing a general panic; factories would have to shut down; hundreds of thousands of people would be thrown out of work. Winter coming on, a misery unknown before would follow, and more than likely our large cities would experience something like Paris under the Commune in 1871. Our farmers also would receive an object-lesson of misery."

Brooklyn Coal Co., Sewell, W. Va.: "1. Restoration of confidence and a period of unexampled prosperity to the country at large. 2. Disaster, in all that the word implies, leading to revolution inside of four years. By that time the laboring element will have become desperate."

J. P. Little, Sumner, Fla.: "I think the success of the first ticket will unsettle business until the changes in the tariff are defined. The success of the second, if they secure Congress as well as the Presidency, will be the worst blow the country has received since discovered."

L. Lanier, president Lanett Cotton Mills, Galeton Cotton Mills and West Point (Ga.) Manufacturing Co.: "We are very hopeful of a speedy revival of business if the gold and protection ticket wins, and the reverse if it is defeated."

Caswell Creek Coal Co., Freeman, W. Va.: "1. We would experience a revival of business along all lines; a sure, safe, prolonged revival. 2. We might experience a false, inflated, unnatural boom for a while, but we would eventually find ourselves in a worse plight than we are today."

Elliott & Carrington, Jasper, Ala.: "1. An immediate restoration of confidence and prosperity. 2. Panic and disaster. We are Cleveland democrats. If republicans will handle this State wisely it may be thrown out of the Bryan column."

Galloway Coal Co., Carbon Hill, Ala.: "1. Gold and protection, and business of all kinds will boom. 2. Free trade and free silver will mean death to all business."

J. T. Bates Lumber Co., Hull, Ala.: "1. We would rather have the gold and protection, but not too high a tariff. We think the McKinley ticket would be preferable to the Bryan ticket in regards to business. 2. We do not favor the Chicago ticket at all, and think it will be a curse to the party and country. We are for free trade as far as we can have and not interfere with home industry. We like the Palmer and Buckner platform best of all, but would rather see McKinley ticket win than the Bryan."

Montgomery Cotton Mills, Montgomery, Ala.: "We believe McKinley's election would restore confidence, consequently, business would revive. Bryan's election and views, enacted into law, invites destruction."

J. M. Cameron, Birmingham, Ala.: "The gold standard is the chief desideratum. Literal bimetallism is an impossibility, opposed both to physical and to human nature. Anent protection, it would tend even more than it tends now to divide the most important industries of the country into a few vast trusts, and kill competition. The gold standard and free trade, in the light of scientific investigation and experience, the only two lights to guide in fiscal and economic legislation, would cure all the ills we have and stimulate commerce generally."

Piedmont Manufacturing Co., Piedmont, S. C.: "1. We think business would improve wonderfully if the monetary question was settled in favor of gold. A second protective tariff, like McKinley's last, would enrich the few at the expense of the many. 2. Nobody expects or wants free trade, but a tariff sufficient to pay the ordinary expenses of the national government would give every industry in the country a fair showing and prevent trusts and monopolies. Free silver seeks to accomplish for the miners just what McKinleyism did for manufacturers. Silver at 16 to 1 is simply repudiation."

Mutual Lumber Co., Meridian, Miss.: "1. If the gold and protection ticket wins by a good safe majority, money will begin to circulate freely, new enterprises will be started and business generally revive. 2. If the silver and free-trade ticket wins the effect on the business of the country will be like 'jumping from the frying pan into the fire.' We will have one of the worst financial panics that has ever been seen in this country or any other. Our trade is completely paralyzed at the present time. Our customers are holding off from building or buying until they see the result of the elections. We believe that the present lamentable condition of the country has been brought about wholly and solely by the fear of free trade and free coinage of silver."

Coal Valley Mining Co., Montgomery, W. Va.: "We have had too much free issues already. What we need is protection and sound money."

W. H. Johnson, Crescent, W. Va.: "I am in favor of gold basis, with limited coinage of silver and tariff for revenue only."

Union Cotton Mills, Union, S. C.: "1. The success of gold and protection means unparalleled business prosperity and renewal of confidence. 2. Should silver and free trade win, the outlook is too dark to venture an opinion."

Empire Coal Co., Landgraf, W. Va.: "1. Gold and protection would bring us a return of prosperity and give the workingman a chance to make good wages, and plenty of work. 2. Silver and free trade would paralyze business, destroy what little confidence there is left, produce a panic of unparalleled severity, and would not only still further reduce the wages of the workingmen, but would also still further reduce the volume of work to be done."

J. W. Robinson, Graham's Forge, Va.: "1. Business would improve, and next year be a fairly good one, provided the majority is a good one. 2. The biggest panic we ever had, and everything go to the dogs. In this section of country we could not run our works and compete with parties on the seacoast."

Stewart Phinizy, president Augusta (Ga.) Cotton Factory, Augusta, Ga.: "Trade has already improved. If the gold and protection ticket win it will be better still. Don't see how anyone could think otherwise."

Worth Manufacturing Co., Worthville, N. C.: "The best results to every business interest would follow the successful issue as embodied in your first question. The reverse effect would obtain if conditions work out as suggested in your second query. This is our candid conviction."

Blades Lumber Co., New Berne, N. C.: "1. Should the gold and protection ticket win this fall, we think that confidence will be immediately restored and business take on new life. 2. Should the silver and free-trade ticket win, we must expect nothing but a general depression for a long time to come."

Swift Manufacturing Co., Columbus, Ga.: "To first question we answer, good. To second question, bad."

Hamburger Cotton Mills, Columbus, Ga.: "1. Business of every kind would improve. 2. It would bring about the worst panic we ever had, and drive a great many houses to the wall."

Stonewall Cotton Mills, Stonewall, Miss.: "1. We think the gold ticket would help business. 2. Silver and free trade would be bad for business."

St. Bernard Coal Co., Earlington, Ky.: "As employers of 1000 men, as individuals, the success of McKinley would bring what all have been anxiously waiting for—prosperity. Bryan, ruin."

Robert E. Masters, manager Marshall Car Wheel & Foundry Co., Marshall, Texas: "1. There would be a restoration of public confidence, a loosening up of foreign and home capital, and consequently, prosperous times. 2. I cannot conceive of anything that would bring about as much distress and misery, and be as disastrous a calamity to our country and people. Heretofore I have always voted a democratic ticket, but this time I will seek the company of McKinley in preference to China, Japan, etc."

Wyant Coal & Coke Co., Eagle, W. Va.: "1. A new era of prosperity. 2. General prostration."

Smith-Courtney Co., Richmond, Va.: "1. We believe it would open up manufacturing and business industries and restore public confidence. 2. We believe it would stagnate business generally and depreciate our national credit."

J. L. Roper Lumber Co., Norfolk, Va.: "We are ready to go upon record as prophesying much better times, provided gold and protection are upheld in next November's election. A proper tariff and sound currency is what we sorely need to be assured of."

R. G. Dennis Lumber Co., Suffolk, Va.: "1. Should the gold and protection ticket win, we would look for a speedy return of confidence and prosperity, such as we had from 1865 up to the winter of 1892. 2. Should Mr. Bryan and his free silver and free trade win, we would look for disaster and ruin such as we have never experienced in the history of our great United States."

Cherry Cotton Mills, Florence, Ala.: "1. The success of the gold and protection ticket will insure prosperity, peace and happiness. 2. The success of free trade and free silver would cause panic to last long enough to demoralize and possibly demolish all business."

Kentucky Saw Mill Co., Louisville, Ky.: "1. Greatest possible prosperity, as we had under the McKinley bill. 2. The greatest panic and failures of every kind the world has ever seen. And this is from democrats of the past, but now for sound money, protection of our country than before any of the political parties. In other words, our country first, then our political history of the past."

Tecumseh Iron Co., Tecumseh, Ala.: "1. Confidence would be restored and business would reach its normal condition. Protection will not help it. 2. There would have to be a readjustment of all values, business would practically be at a standstill, and failures too numerous to mention. 'Free trade' would be beneficial to everybody but those interested in 'trusts.'"

Ettrick Manufacturing Co., Ettrick, Va.: "1. Decidedly good. 2. Decidedly bad."

Rome Cotton Factory, Rome Ga.: "We favor 'tariff for revenue' to run the government, and 'sound money.' So it is our opinion that it will be to the best interest of our people to elect McKinley and Hobart."

T. D. Kauffelt, Glen Wilton, Va.: "1. Confidence restored and gradual revival of business. 2. A panic."

Fort Smith Lumber Co., Fort Smith, Ark.: "1. Business will revive and prosperity return with the election of Wm. McKinley. 2. Free silver and free trade means ruin to the manufacturers of the United States."

Guild & White, Chattanooga, Tenn.: "We are for gold standard and tariff for revenue only. We will not support Bryan, as we think his principles a menace to the country. We have always been democrats. If silver should win, we think the class who seem disposed to elect him would be most injured. If gold wins, we think the country would return at once to prosperity."

Martin Lumber Co., Ltd., Bolinger, La.: "We believe with sound-money success in November, our business and all others will improve. With free-coinage success in November, we believe a large per cent. of business concerns will be

handled by receivers, and they will have poor trade."

Alabama Pipe Co., Bessemer, Ala.: "1. We fully believe that business would speedily revive should the gold and protection ticket win. 2. Should Bryan be elected, we feel confident that we will have years of depression and business failures the equal of which was never known in this country."

Woodstock Iron Works, Anniston, Ala.: "1. Maintenance of gold standard and burial of silver heresy certainly beneficial. High protective tariff certainly injurious. 2. Success of silver agitators certainly disastrous. There can be no free trade, but should be a well-considered tariff for revenue."

R. F. Learned, Natchez, Miss.: "I think overproduction is the cause of present low prices, and depression aggravated by want of confidence due to silver agitation. With the success of sound money, we may reasonably expect restoration of confidence and gradual and steady improvement in all lines of business. With the success of the silver party, we may reasonably expect a financial panic and depression exceeding that experienced in 1837 and '40. Such, at least, have followed every experiment of debasing currency in the history of nations."

Roane Iron Co., Rockwood, Tenn.: "1. Prosperity. 2. Disaster."

Fordyce Lumber Co., Fordyce, Ark.: "We think the first would give confidence and quick improvement in business. The second, continued hard times, aggravated by panic."

Herman Justi, Nashville, Tenn.: "1. Business would steadily improve. 2. Business would at once get worse, and failures would occur in increasing numbers every day. These are my honest views, and I should add, I have been a life-long democrat, and belong to the debtor class."

George W. Ritchie, Pine Bluff, Ark.: "1. If McKinley is elected, I believe that there will at once be a marked improvement in business of all kinds, and that it will be permanent. 2. Should Bryan be elected, a panic may be expected and no improvement looked for until some legislation is effected adverse to free coinage of silver."

F. P. Randle, Rock Mills, Ala.: "1. Good. 2. Disastrous. The people need markets and employment. Not more money, but more confidence and security."

H. M. McNutt, Bessemer, Ala.: "If gold wins, confidence will be restored and business go on without interruption. Protection is a fraud, except for revenue only."

Hope Salt & Coal Co., Mason, W. Va.: "1. We are of the opinion that business would begin to revive at once after November 3, election day. 2. We think it would be one of the most disastrous occurrences that could possibly befall this country. God forbid its ever taking place."

Chattanooga Foundry and Pipe Works, Chattanooga, Tenn.: "1. Our opinion is that with the success of the gold and protection ticket, immediately confidence would be restored, business would revive and we would have the good times we enjoyed prior to 1892. 2. The same depressed state of affairs that now exists, with no hope for immediate future."

Graham-Bluefield Light & Power Co., Graham, Va.: "1. The country would flourish 'like a green bay tree.' 2. We cannot imagine that business such as we have known it from 1880 to 1890 could exist under the Chicago platform. We believe that Mr. Bryan and his friends are preventing the return of prosperity."

Southern Pine Lumber Co., Texarkana, Ark.: "We think, in the event the sound-money ticket wins, business would open up right away. In answer to the second, although it can be construed as a plagiarism, in view of the free silver apostle's frequent references to the scripture, will say, that 'blessed are they who expect little, for they will not be disappointed,' or words of like import. Having little use for this in our business, the writer is not as well posted as he is on grades."

Laurel Co., cotton manufacturers, Baltimore, Md.: "1. Great prosperity would extend over the whole country. 2. Panic, bankruptcy and gentral ruin to credit, honor and business."

Jacob F. Schirmer, Seneca, S. C.: "If gold and protection win, I believe we will have a good business and the whole country will prosper and confidence will be restored and the South will make greater progress than ever. But if silver and free trade win, I believe we will see much sorrow and business will be dead and the South will be put back ten years."

Hope Mills Manufacturing Co., Hope Mills, N. C.: "'Gold and a protective tariff will improve business wonderfully, while silver and a low tariff will be ruinous to the whole country."

Crozer Iron Co., Roanoke, Va.: "1. Sound money and protection means a new lease of life, and a steady advance towards healthy, prosperous business conditions. 2. The prospect of free silver and free trade would mean an indefinite period of depression at least, and probably worse conditions than have ever been experienced in this country. In other words, unknown and unlimited evil."

Lakeside Cotton Mills, Burlington, N. C.: "1. Should the gold and protection ticket win, we believe a revival in trade would ensue, and have a beneficial effect for all classes of American industries. 2. While we think we should have more money in circulation per capita, we think the free and unlimited coinage of silver at ratio of 16 to 1 would prove disastrous to this nation, and we would undergo such a panic in financial circles as the American people have never encountered."

Virginia Iron & Railway Co., Goshen, Va.: "1. The fact that we will not debase our currency will restore confidence to investors and stimulate business. Coupled with the necessary protection to obtain revenue enough to pay the expenses of the government, we are satisfied that the country would, inside of six months after election, so inspire capital with confidence that we have an unparalleled period of prosperity never known before in the history of this country. 2. It would so impair the value of all stocks, bonds and commodities, for want of a market, by the withdrawal of capital, that we would witness the destruction of a large portion of the home capital invested in commercial, manufacturing and financial institutions. The effort made by all to call in loans to protect themselves would so destroy values of lands, stocks, bonds, etc., that they would so depreciate in value that confidence in us as a people would be destroyed, from which we could and would not recover until we changed the system that produced it. We would only recover when we convinced foreign investors that we were at least honest enough to pay our obligations in honest money of intrinsic value. In other words, it is a legislative system of repudiation in part of obligations that as a nation and a people we are morally bound to pay. They were honestly contracted for, and ought to be honestly paid."

Campbell's Creek Coal Co., Malden, W. Va.: "Every sane man I have talked with, whether democrat or republican, admits we must have revenue enough to support the government. As to gold, I believe if it was firmly and finally settled that gold was to be our standard, as it has been since 1834, and that there was to be no more agitation of the subject, we would have good and lasting prosperity. All these money heresies grew out of the greenback issue, and John Sherman made the most costly mistake for the country when he prevented Secretary McCulloh from retiring them. Any business man who had money borrowed on long time at low interest, and also demand notes out, and would pay the time paper before he would the demand notes, that could be called every day, would be called a fool, and lose his credit. And that is what our government did. And so the people reason that if in time of need the government can issue fiat money, why not give us all we want of it? Hence, their belief in free silver—I mean the people outside of the silver-mine owners and the political demagogues, who only care to keep in office or get in at any cost to the country or regardless of anything but self. Gold is the standard, has been and will be, and if free silver should win the people who now clamor for it would be the first to call for its repeal. But the dire calamity it would bring in the unsettling of all values, and in the uncertainties all around, and the overcoming of the socialists, the communists, the populists and the Altgelds, who are pure anarchists, would be, if they once get in and pass what laws they would and destroy our judiciary system, beyond any pen to describe. I am not an alarmist, and have much faith in the good sense of the people, but sometimes nothing but experience will teach them anything; and I have not one bit of trust or faith in quacks or quackery in any form, and unless common sense is given a chance to rule awhile we shall have to suffer."

La Belle Iron Works, Wheeling, W. Va.: "In reply, we will answer your second question first: We believe the present unsatisfactory condition of business and the small volume of transaction and the difficulty of making collections are due to the fear that Bryan, with his free-trade and free-silver policy, may be successful; hence, if such an unfortunate thing should happen, the condition of the country under his administration would certainly be worse than it is today. Hence, on the contrary, if sound money and protection should win, we believe that within a week, or even less time, from the day of election, there would be a very decided improvement in business, which would continue for quite a long time. Our personal ideas may color our views somewhat, but we are pleased to be able to state that we know positively that thousands of business men in all sections of the country agree with us. In evidence of this fact, we take pleasure in quoting from a letter under date of 3d inst., received from Palestine, Texas: 'We are very thankful to hear the blast from Vermont, foreshadowing as it does, to our belief, the certainty of the election of McKinley and the triumph of sound money and protection. Notwithstanding the general impression concerning Texas, there are many thousands of us "built that way" down here, as will be made known on November 3, 1896.' The traveling men of the country are authority for the statement that many orders are being placed at the present time, with instructions to ship the goods within one week after McKinley's election, or to cancel if Bryan is elected. These straws show the current in no uncertain way, and we honestly believe that no greater disaster could happen to the country than the election of Bryan and all that will follow if he has enough members in Congress to back up his views."

Mitchell, Tranter & Co., steel and iron, Cincinnati, Ohio: "The election of the gold and protection ticket this fall would, in our opinion, at once restore confidence, unlock hoarded wealth and cause a great flow of the idle money of Europe to this country seeking profitable investment. The iron business exists only from development, such as the building of bridges, railroads and cars, buildings, etc. There can be no development without capital, and as capital is frightened and in hiding, our business suffers greatly and hundreds of plants are idle or nearly so. If this state of affairs is present from the mere apprehension of a silver basis, what would the reality bring? There could be but one result to our minds—calamity, destitution and bankruptcy beyond all precedent."

Harper Hamilton, Rome, Ga.: "1. Business would be bright and prosperous if the gold and protection ticket should win in the Presidential campaign. I will add, however, that I believe that both parties have mixed up their platform, and neither will afford complete relief to the country. It seems to me that gold and low tariff go together, and silver and protection are closely allied; but any settlement of the financial issue will restore confidence to a certain extent and business will brighten up. 2. There will be a great business depression, not because of the fact that we will be on a silver basis solely, but because the moneyed men of this country are determined to force the country upon a gold standard. I do not mean to say that the moneyed men intend to do this so as to especially benefit themselves or to ruin the country, for I believe, as they do, that the gold basis may be the best for the permanent good and advancement of our country. The moneyed men, believing as they do in the gold standard, will withdraw their money from circulation, thinking that silver will create a panic, and the mere fact of this withdrawal will create a crush and fall of prices such as never has been seen. Here in Georgia Bryan and Sewall will win, and I may add that I shall vote for them, though I do not indorse the platform. The convention of gold-standard men at Indianapolis has had no effect on the vote here. Taking everything into consideration, I believe that McKinley's election will materially brighten business prospects, and especially all manufacturing enterprises."

Louisville Coal & Coke Co., Goodwill, W. Va.: "1. The financial and business interests of this country evidently believe that the success of the gold ticket would subserve their best interests; but if the republican party should succeed, and have not patriotism enough to quickly and speedily cure our financial evils as they exist today, the same conditions of stagnation and distrust will return in full force after a few months only of apparent prosperity. Both parties have been in the majority in the Congress in the past four years, and no measure of relief to the business interests of the country was offered by either, and all the people could discern was absolute indifference to their sufferings and the most constant, pernicious and vigilant maneuverings by the politicians for place in the game of politics. 2. The Bryan, Tillman and Altgeld crowd, known as the free-trade and free-silver aggregation, or popocratic party, are an absolute menace, in my opinion, to the stability of the government, and should that ticket win it would be a blow to the onward progress of the country. But the strength displayed by these revolutionists is simply history repeating itself. Large classes of the people are becoming impoverished, as they believe, by the inequality of the laws, and these blatant demagogues

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promise relief in arraying the masses against thrift, energy, economy and brain. As business conditions have come to the present pass from the administration of the politicians of both the great old parties, it will be exceedingly hard, I am afraid, to convince the people that they should again trust them with their pensions and protection on the one hand, and free trade and stagnation on the other. We are confronting a variety of evils, and the only choice is to select the least harmful of the lot."

Pelzer Manufacturing Co., Pelzer, S. C.: "1. If McKinley is elected all business interests will be immediately benefited and a career of prosperity open to our country. It would show plainly the purpose of our people to pay their debts in sound money. 2. The election of Bryan would be a public calamity and result in a complete prostration of all business affairs. It would be accepted by the world as indicating a wish or desire for repudiation on the part of the people of the United States. Credit and confidence would both be immediately gone."

Greensboro Furnace Co., Greensboro, N. C.: "1. I believe that a full and speedy restoration of confidence would result: all industries would be enlivened and fostered; a revenue would be assured that would equal and meet the current expenses of the government, and our national credit restored. This would give to labor a renewed impetus, and prosperity would accrue to all. To the second question would say: I believe the downward movement of values would continue, the little credit we have would be blotted out, poverty and want would quickly follow; that our revenue would grow less and a further and greater deficit in our treasury, which would go on increasing our bonded debt, and instead of our government receiving a premium on her bonds they would be at a discount."

George W. Champ, merchant, Montgomery, W. Va.: "1. In my opinion, if the gold and protection ticket should win business will boom as never before. 2. If, on the other hand, silver and free trade should win business men will be compelled to close their doors. I am of the opinion that the American people are not hogs, but know when they have enough. McKinley will carry West Virginia."

Tallapoosa Lumber Co., Sistrunk, Ala.: "1. If the gold and protection ticket wins we think the country will return again to prosperity, and that business will be better for four years. 2. If the silver and free-trade ticket wins we think it will be the greatest calamity that the American people have seen since the civil war."

The Embreville Estate, Guy R. Johnson, general manager, Embreville, Tenn.: "1. I may answer briefly that, in my opinion, the first would be followed by a renewal of prosperity all over the country, and there is no reason, if this ticket should win, why within the next two or three years this country should not be as prosperous as in 1892. 2. My answer to the second is that I believe that such a panic would ensue, in case this ticket should win, as the world has never seen, and that business would practically be suspended until we began to get our bearings, which, of course, would take some time."

IN FAVOR OF SILVER.

Dunham Lumber Co., Dunham, Ala.: "We think there will be an improvement in business whichever way the election goes. If McKinley is elected it will be by such small majority that his party will see the necessity of doing something to improve our financial system and to bring about a better state of business affairs. If Bryan is elected, while the money power may produce a squeeze in order to try to influence legislation, the financial result in Bryan's administration will be the most prosperous that this country has had for a good many years."

William M. Hitt, Americus, Ga.: "Replying to your first question, relative to the effect of a continuation of the gold-standard system, together with an increase in the tariff, I would express the belief that such a policy would produce the second stroke of business paralysis. If our only customer, the American farmer, cannot buy American goods at present values, by what process of reasoning does he become competent to do so when these values are enhanced by a higher tariff? So far as the second question is concerned, I am willing for the farmer—who needs more protection now than any other class—to obtain whatever relief there may be in free silver, and quite agree with him that it will prove a panacea for present ills."

Alpine Cotton Mills, Morganton, N. C.: "We do not consider it desirable to dabble in party politics. Have very little confidence in politicians, in the main. Do not look for any benefits from the election except quiet and restoration of business, in any event. 'Protection' means nothing to us, and free trade is impracticable. Restricted silver coinage (to equal gold) is, perhaps, just and advisable."

Henderson Cotton Mills, E. G. Davis, secretary, Henderson, N. C.: "My opinion is that if silver succeeds, we shall have an era of prosperity such as this country has not seen for many years."

West End Coke Co., Tunnelton, W. Va.: "1. Business would keep as it has been in past few years; no improvement. 2. Business would improve gradually, and the gold and its representatives now hoarded and not in circulation, would get into legitimate business."

J. C. Williamson, Williamson, W. Va.: "I am of the opinion that if the gold standard is adopted the result would be a fictitious revival of business, and things would look bright for a short time, but a reaction would soon take place. Our ideas do not go far enough to draw a picture as bad as it would be. If free silver is adopted the moneyed power might try for awhile to work against it, but eventually they would have to come in, and prosperity would be assured for all time. Let both metals stand on their merits, without legislation for or against, and I am sure we would be all right as regards our financial standing. I do not recognize that a question of free trade is one of the issues of this campaign. Am in favor of a tariff for revenue."

Deer Creek Coal Co., Patton, Ala.: "1. A further contraction of the currency, continued depression in business, followed by suspension of manufacturing interests. 2. A return of money to legitimate channels, bringing to the South manufactories of every description, followed by an era of prosperity never before equaled."

Jas. G. Harrison, Disputanta, Va.: "In my opinion, if gold and protection ticket wins, we will have continued hard times. I mean men of ordinary means, not wealthy men. If the silver and free trade ticket wins, I think we will have better times, especially in the South and West."

W. W. Smith, Nashville, Tenn.: "1. My opinion is that, if the ticket first named should succeed, there would be a temporary revival only. In the end it would result in the present condition, or what is most likely, many times worse. 2. Should the ticket win named in the second question, it is my opinion there would be a short financial squeeze, but the money question would be permanently disposed of. Things would then adjust themselves and the result would be a firm foundation, with lasting good results. In either case the tariff is, and will be for a long time to come, an open and debatable question."

Callahan & Lewis Manufacturing Co., Limited, Patterson, La.: "We believe if Bryan and free silver win that labor and industry would take on or gain new life, that prices of all products would rise, and that the American people would be more prosperous."

Milner Coal & Railroad Co., Lancaster, Ala.: "We think McKinley and Hobart means limited protection. But free silver and Bryan, by enhancing the value of gold, will amount practically to a 50 per cent. tariff on everything bought from first-class countries, as everything imported will be paid by gold, which will probably go to 150 premium."

J. C. Miller, Dunlow, W. Va.: "1. If the gold and protection ticket should win, I believe business will revive and confidence be more quickly restored, but the silver agitation will be kept up. 2. If the silver and free trade should win, free silver will be protection, and business will revive. Silver and free trade will not go hand in hand practically. Imports will decrease, exports increase, as will internal commerce. It will take longer to restore confidence as usually understood, and the money stringency will continue longer than if the gold ticket wins."

Southern Land & Timber Co., Fordyce, Ark.: "We think if the silver ticket is elected, business will move off lively and times be better."

Standard Cotton Mills, Rock Hill, S. C.: "1. I do not see that the gold and protection ticket would improve the general business of this country; it may certain lines. We have gold now. 2. Any change would be a relief from present bad condition of business; 16 to 1 could not do more harm, if a reality, than has already been done."

R. S. McFerrin, Oliver Springs, Tenn.: "If the gold and high tariff standard should prevail, times would constantly grow worse, and if free coinage and the tariff, well regulated, should prevail, it offers a hope for relief which I think would be realized. So I trust the latter will prevail."

James R. Crowe, Sheffield, Ala.: "1. I do not think it would have a good effect, but contrary. 2. I think it would fill the South with hope and renewed life. The first has proven a failure; the people are determined to try the latter."

Meridian Spoke & Manufacturing Co., Meridian, Miss.: "We think that it would be disastrous to business of all kinds to have a single gold standard. We anticipate a season of great prosperity in the event of the success of the silver party. Everything will for a short while be depressed, but a revival will surely follow soon, and we expect to see great times."

NON-COMMITTAL.

Eureka Coal & Coke Co., Eckman, W. Va.: "1. We do not favor the policy of McKinley. 2. So far as there is no silver and free trade ticket before the country, we will not offer an opinion as to the effect of such a policy. We are democratic, and for Hon. W. J. Bryan. We think if he is not elected the agitation of our money system will continue, and that a settlement of our money troubles will be reached sooner by his election."

Vance Cotton Mills, Salisbury, N. C.: "We favor some inflation of money; also a protective tariff. Will vote for Bryan, and rely upon Congress to adjust matters. Both sides will be represented and the happy medium reached."

Enterprise Manufacturing Co., Coleridge, N. C.: "In our opinion, it is to the interest of the manufacturers of the country that the gold standard and protection should win; at the same time it is our opinion that it is to the best interest of the farmers and laboring classes that the free-silver ticket should win, as they demand it, and nothing short will restore confidence of better times."

John Wilkes, Charlotte, N. C.: "The questions you propound in regard to the effect of elections can be answered better a year from now than at present."

Clifton Iron Co., Ironaton, Ala.: "We do not think political questions have much to do with the iron trade just now. The production and supply are in excess of the demand by a good deal."

Lombard Iron Works, Augusta, Ga.: "There seems to be good arguments on all sides, and we have been attending so closely to our business we have not given the subject the consideration necessary to render any conclusions. We hope to see an aggressive reciprocity policy adopted with the countries south of us, and believe it is needed to help our manufacturing interest."

Asheville Cotton Mills, Asheville, N. C.: "We think the country will prosper in either case, and would recommend suppressing the free circulation of the politician and alarmist."

Julius Levin, Alexandria, La.: "I have not made up my mind fully on these questions. I only know that there is stagnation of business in every particular. How to rectify it I cannot say. I have worked, and am willing and ready to still work, but where is the money? It is the question that all ask."

Pearson Coal & Iron Co., Warrior, Ala.: "We believe the gold standard is best, but protection is a misnomer, but we believe the election of McKinley, backed by the trusts, the greater evil. We think free silver at 16 to 1 a serious mistake, but no worse than a tariff for exclusion. No considerable number of people desire free trade."

Cedar Falls Manufacturing Co., Cedar Falls, N. C.: "We have had gold and protection, and business is not good. We are unable to say what effect silver and free trade would produce in business circles."

Newnan Cotton Mills, Newnan, Ga.: "We think there will be an improvement in business after the election. We do not think it depends on which ticket wins."

J. M. Odell Manufacturing Co., Bynum, N. C.: "Without the clamor and cry of hard times, business would go smoothly and lively under gold and protection. As it is, the people want bimetallism and tariff for taxation, not free trade. A settlement of the money question is needed for business rather than the adoption of either of the extreme views."

N. J. Trellue & Co., Patterson, La.: "If we can help the Manufacturers' Record in the way of information on trade questions we are ready at all times; but if you will excuse us, we would prefer not writing on finance, as this is out of our line."

Populist Fallacy Exposed.

[From the Worcester Daily Spy.]

An entire page of this week's Manufacturers' Record is devoted to the discussion of the present economic and financial situation in the South. It is evidently the work of Mr. Richard H. Edmonds, editor of that paper, an honest statistician who never twists figures to mislead his readers, but uses them solely to ascertain and demonstrate facts. The special purpose of this elaborate article is to induce its thousands of Southern readers to put aside for the moment whatever opinions they may hold, and to consider without prejudice the facts and the conclusions to be drawn from them.

The editorial says: "That the South has

suffered from business depression during the last five or six years we freely admit. So has the country at large; but the South has really suffered less than any other section."

Attention is then called to the historical fact that from the organization of our government until now we have had periods of depression, followed by others of great prosperity, and that the years of distress through which the country has been passing were the necessary outcome of various causes, and were predicted, as early as 1875, in a book published by a writer who for many years had been a diligent student of business fluctuations in this and other commercial countries. Following this, the writer briefly reviews the marvelous advancement of the South during the decade of 1880-90, "in order that the arguments based on false premises may not mislead, and that statements about the poverty of the South, made for political effect, may be disproved, and because of the tendency of people to look only at immediate surroundings rather than to take a survey of the whole situation." In this review the contrast between the prosperity of the North and West and the condition of the South is vividly portrayed. In 1880 the latter was "still burdened with debts due to the war and to the reconstruction period, its people still suffering from overwhelming poverty, its railroads in bad condition physically and financially, its manufacturing business limited, its population largely in excess of any demand that could possibly exist for labor under the conditions prevailing, with few banks and few strong friends in the great financial centres of the country. On the other hand, the North and West were enjoying almost unprecedented business activity."

Such having been the relative situation at the beginning of the last decade, a review of the record of the South's progress since then, as compared with that of the North and West, furnishes facts that entirely disprove the misrepresentations of the silverites and demonstrate that the complaints of Senators Butler and Tillman, that the South has been reduced to poverty and wretchedness, "are wholly without foundation."

The census statistics of 1880 show that the South had $7,600,000,000 of real and personal property, or a little over one-sixth of the total for the country; while in 1890 the valuation of its property was $11,534,261,685, or a gain of $3,800,000,000. The remarkable feature of this is brought out more conspicuously by a comparison of the gains by sections. Comparing the true valuation (not assessed valuation) of real and personal property by sections for 1880 and 1890, as given by the United States census, we have:

Sections.	1890.	1880.
N. England and Middle States.	$21,435,491,864	$17,533,000,000
South. States.	11,531,261,685	7,641,000,000
West. States..	25,255,915,549	16,186,000,000
Pacific coast States & Ter..	6,811,422,099	2,282,000,000
Total for U. S.	$65,037,091,197	$43,642,000,000

"These figures show that between 1880 and 1890 the South gained $3,800,000,000, or an increase of 50 per cent., while the New England and Middle States combined, starting with $17,533,000,000 in 1880, gained only $3,900,000,000, or an increase of 22 per cent. The South, having in 1880 total farm assets, including the value of farms, implements, etc., of $2,314,000,000, made an advance by 1890 to $3,182,000,000, or a gain of 37 per cent. During the same period the increase in farm values in all other States and Territories was from $9,790,000,000 to $12,797,000,000, or 30 per cent.—the percentage of gain in the rest of the country being less than in the South, notwithstanding the opening up of the great West by the enormous immigration that poured into that region between 1880 and 1890."

A comparison of the census statistics of 1880 and 1890 brings out the details of this enormous increase in Southern industrial progress. In 1880 the capital invested in manufacturing was $257,244,561. In 1890 it was $659,208,817, a gain of 156 per cent., while the gain for the whole country, the South included, was 120.96 per cent. The products of the manufactures rose from a value of $457,454,777 in 1880 to $917,587,145 in 1890, a gain of 100 per cent., while the increase for the entire country was but 69.27 per cent. In 1880 the wages to Southern factory employes were $75,971,471; in 1890 they were $222,118,505.

The cotton-making statistics are equally remarkable. In 1880 the South had $21,976,000 invested in 161 mills, containing 667,000 spindles and 14,300 looms. In 1890 $61,000,000 were invested in 254 mills, containing 1,700,000 spindles and 39,000 looms. Now it has nearly 500 mills, 4,000,000 spindles and a capital of upwards of $115,000,000 employed in this industry.

In 1880 the South made 397,000 tons of pig iron; in 1895 it made 1,702,088 tons. Its coal output in 1880 was 6,000,000 tons; now it exceeds 30,000,000 tons annually.

In nearly all other industries the statistics show immense gains. They show also that since 1880 the transportation facilities of the South have been increased by the construction of 25,000 miles of railroads, on which and in the improvement of old railroads about $1,000,000,000 have been expended. These and many other equally significant statistics prove that prior to the beginning of this period of depression the South was progressing more rapidly than any other part of the country, and that the percentage of its increase of wealth was higher than even that of New England and the Middle States. This being the case, how absurd are the complaints that the populists and silverites are making, that the South has been ruined by "the crime of 1873," and that all its people are being reduced to abject poverty by the "gold-bugs" of Wall street.

The Manufacturers' Record, having thus exposed the fallacies that have misled thousands of honest but uninformed agriculturists of the South, then explains to them the causes of the low prices of their great staple, cotton, which it attributes to the failure of the Barings in 1890, which had a world-wide influence on all financial and business interests, and to the simultaneous "most astonishing increase in cotton production." Of this it gives copious statistics, and says finally: "If the South, starting in 1880 under the unfavorable conditions that then existed, could make the phenomenal progress which we have briefly outlined, is there any reason why, with the start now made, and with the solid and substantial basis on which to build, it could not, if assured of identically the same conditions that then existed, make in the next ten years a record not equalled in the world's history?"

Aransas Pass Improvement.

It is announced that another arrangement has been made by which the harbor improvement at Aransas Pass, Texas, is to be completed. Clarke & Co., contractors, have been building a jetty at the entrance to the Pass with the view of deepening the channel. By the terms of the new arrangement deep water will, it is claimed, be insured. Alexander Brown & Sons, of Baltimore, also Walter B. Brooks, of the same city, are among those interested in the enterprise.

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

Earnings Nearly Doubled.

The earnings of the Georgia & Alabama continue to show a remarkable increase as compared with last year. From April 1 to September 8, 1896, the earnings were $370,535, compared with $192,839 for the same time in 1895. This is an increase of $177,696, or nearly 100 per cent.

An Alabama Project.

A correspondent of the Manufacturers' Record at Newton, Ala., states that the railroad project in Southeastern Alabama is being promoted by the Plant system, and that work will begin on the road in a short time. It is to be eighty miles long, extending from Newton to Greenville, in Butler county, and traversing Dale and Coffee counties. It is stated that a separate company is to be formed to build the road, with $1,000,000 capital.

Chance for a Railroad.

In a letter to the Manufacturers' Record T. S. Moorhead, of East Waterford, Pa., writes that he would like to negotiate with parties who require a narrow-gage railroad line. The company, he writes, controls twenty-seven miles of track, four locomotives; also a number of box and other cars, suitable for operation in a coal or lumber territory. The company is desirous of moving the outfit to some point in the South, and will consider any reasonable proposition to lay the track ready for operation.

A Feeder for the B. & O.

It is reported that the Baltimore & Ohio Company may have a connection which will enable it to secure a large proportion of the traffic of Beaver Valley, Pa. Surveys have been made for a line to be known as the North Shore Railroad. It will be about eighteen miles long, and extend from Callery Junction, on the Pittsburg division of the Baltimore & Ohio, to Beaver Falls, connecting with the Pittsburg & Lake Erie. While the North Shore Railroad will be entirely independent of the Baltimore & Ohio system, it is stated that its promoters intend operating it as a feeder to the B. & O.

A Railroad Dividend.

The Georgia Southern & Florida Railroad Co. has declared an annual dividend of 4 per cent. from the earnings for the year ending June 30. This line, which extends from Macon, Ga., to Palatka, Fla., traverses one of the most productive sections of the South, and a region which has been largely populated by immigrants from the North and West, and other sections of the South. Much of its business is derived from local traffic, and the dividend which has just been declared is a significant indication of the benefits which accrue to a railroad pursuing a liberal immigration policy, as the Georgia Southern & Florida has done.

Norfolk & Western Sale.

The Norfolk & Western Railroad has been sold, by order of the court, to Geo. Coppell, J. Kennedy Tod, Victor Morrowetz and W. E. Glenn. These gentlemen represent the reorganization committee of the bondholders of the system. The purchase price was $3,000,000 for the main line, subject to other obligations amounting to $22,000,000. The Norfolk & Western is 1570 miles long in all, and consists of a main line from Norfolk, Va., to Bristol, Tenn., a distance of 412 miles; also branches to Hagerstown, Md., Columbus, Ohio, and Durham, N. C., besides a number of spurs which extend into the coal and iron territory of Virginia and West Virginia. It is understood the system will be reconstructed, with F. J. Kimball, one of the present receivers, as president of the new company.

Lease of Two Lines.

A dispatch from Knoxville, Tenn., announces that the Louisville & Nashville Company has determined to relinquish the idea of leasing the Paducah, Tennessee & Alabama and the Tennessee Midland roads. They have been leased to the Nashville, Chattanooga & St. Louis. The Paducah, Tennessee & Alabama is operated from Paducah to Lexington, Ky., a distance of 119 miles. It controls the Tennessee Midland road, which is now in operation from Memphis, Tenn., to Perryville, in the same State, a distance of 135 miles. The first road has been in the hands of W. L. Huse and John Overton, of Memphis, as receivers. It is understood that its lease of the Nashville, Chattanooga & St. Louis practically places it in perpetual control of the latter company. The transaction gives the Nashville, Chattanooga & St. Louis another important line in Western Tennessee and Kentucky, parallel to the Mississippi river.

Gulf & Ship Island Completed.

The completion of the Gulf & Ship Island Railroad in Mississippi promises to greatly develop the section of the State which it traverses. The road was begun several years ago, but after about twenty miles had been constructed a receiver was placed in charge of the project. About a year ago, Pennsylvania capital became interested in the enterprise, and the Bradford Construction Co. was formed, with S. S. Bullis as general manager. This company took the contract to complete the road, and it is now in operation from Hattiesburg, Miss., to Gulfport, on the Gulf of Mexico, a distance of seventy miles. As stated in the Manufacturers' Record several weeks ago, the line is the outlet for a very extensive section of land, heavily timbered, and also runs through a productive farming country. It is understood that the parties who are at present interested in it will erect saw mills and other plants, with a view of placing this timber on the market.

Railroad Notes.

F. A. Leland has been appointed assistant general freight agent of the Missouri, Kansas & Texas at Kansas City.

The Paragould Southeastern Company has elected the following officers: W. C. Hasty, president; A. Bertig, vice-president; J. F. Cardwell, treasurer, and Frank S. Yantis, auditor. The main offices of the company are at Paragould, Ark.

An effort is to be made to extend the market for Alabama coal in Mexico, and a steamship is now receiving a partial cargo in sacks, which will be distributed in the interior of the republic for trial. It is believed that large orders will follow the result of the experiment.

L. R. McCabe & Bro., of Baltimore, have secured the contract to erect the trestle-work in connection with the Baltimore & Ohio terminal improvement at Pittsburg, Pa. The trestle will require 3,000,000 feet of Georgia pine. It is to be completed by February 1, 1897.

T. Edward Hambleton, Jas. Bond and Richard Morton have been appointed receivers for the Baltimore & Catonsville

Construction Co., which has been the principal contractor for building the electric line between Washington and Baltimore. Work on the road has been suspended.

The St. Louis & San Francisco Company has decided to improve its present service between St. Louis and Galveston, and has recently ordered four sleeping-cars of the most improved pattern for this route. They are of the vestibule kind, and include drawing and smoking compartments in each.

Crawford, Barnett & Co. have opened an office in Mobile, Ala., with a view of promoting a steamship service between Mobile and Europe. In a letter to the Manufacturers' Record they state that vessels in which they are interested will begin to make trips early in September. The firm will also interest itself in the Mexican, South American and Cuban trades.

The business men of Columbia, S. C., have revived the project of establishing a steamboat line on the Congaree river to carry freight between Columbia and the seaboard. A committee appointed for investigating the feasibility of the enterprise report that it is practicable, and that suitable steamboats can be secured connecting with coastwise steamship lines. The probability is that a company will be organized, with $30,000 capital, to establish this line.

The Norfolk, Willoughby Spit & Old Point Railroad Co. is making rapid progress with its improvements at Willoughby Spit. A pier 1100 feet long and twenty feet wide is now being built opposite Old Point Comfort. A steam ferry will be put on the route between the spit and Old Point, the distance from the end of the pier to Old Point being but two miles. It is expected that in connection with the railroad service the trip between Old Point and Norfolk will be shortened to fifty-five minutes.

A Large Contract.

The Ullathorne Seed Co., at Memphis, Tenn., has secured one of the contracts for seed for the Agricultural Department at Washington. The department has adopted a new plan for distribution, dividing the country into six sections and soliciting bids from the principal seed dealers in these sections. The contract secured by the Ullathorne Company will require 4,000,000 paper bags and 4800 yards of cloth for the packages alone, while 200,000 packages of seed per day must be prepared for shipment to fill it.

Superficial Examination of Ores Free

The Manufacturers' Record, seeking to turn attention to the mineral resources of the South and to aid its readers in the intelligent investigation as to what may or may not be of value, has arranged with Mr. Charles Catlett, chemist and geologist, of Staunton, Va., to make superficial examinations of samples without charge. Such samples will be reported in the Manufacturers' Record, with a word of explanation as to probable or possible value. Such an examination is necessarily superficial, and does not comprise a quantitative analysis, which, where desired, is charged for.

The following directions should be observed:

Samples should be sent to Charles Catlett, No. 10 New Court House street, Staunton, Va., with all mail or express charges prepaid.

The name and address of sender should be clearly stated on package.

Care should be taken to select an average sample, otherwise the examination will prove of no value. Quite a small quantity will be sufficient.

A postal card or letter to Mr. Catlett, with a word of explanation as to mode and exact location of occurrence, would assist in giving value to the examination.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

Annual Cotton Report of Financial Chronicle.

The New York Financial Chronicle, in its annual review of the cotton trade of the country, says:

"Turning attention next to a consideration of the consumption of cotton at the South, the condition disclosed is found to be somewhat more satisfactory. When the last season closed the mills were being fully operated, and all possible effort was being made to get into operation a number of new factories which were then approaching completion. While the current year has not been so profitable as the preceding one, and as the close margin for profit is very narrow, there has for the most part been sufficient inducement to keep the machinery quite well employed, though in recent weeks there has been some curtailment. It has been reported from time to time of late that a course similar to that taken in New England to restrict production would be followed at the South, but our reports contain very little confirmatory evidence that such has been the case. There has been, as said, some resort to short time within the past month or two, but it has been sporadic rather than general. Southern mills have largely increased their export business, especially with China, to which country heavy shipments have lately been made, and at better prices than could be obtained for the same goods in the home markets.

"The export movement this year has been greater than in any similar period on record. Growth in this department has been slow, but not through lack of effort to introduce our products in foreign markets. The current year, however, gratifying progress has been made in a number of directions. While the shipments to Great Britain, South America, the East Indies and the Central American States have been less than in 1894-95, there have been phenomenal gains in the exports to China, Africa and British North America, the movement to China having more than doubled.

"With regard to the spinning power of the United States there is not much to be said. A considerable number of spindles at present are idle in consequence of the business conditions, but the stoppage is only temporary, and is merely adverted to here to prevent any misunderstanding of the table given below. The aggregate net gain in spindles at the North has not been as great as had been expected at the opening of the season, but reaches about 100,000 spindles. At the South, however, according to our information, through new mills and the enlargement of old factories there has been an addition of 577,948 spindles. With this year's changes the number of spindles in the whole country at the close of 1895-96, and of the previous two years, would be as stated in the subjoined table. It should be said in explanation of our compilation of total spindles that this statement represents all mills, whether in operation or not (except such as have been closed with no present intention of starting up again), whereas the details of Southern mills by States given previously represent only mills in operation in some portion of 1895-96, or about to start up:

Spindles.	1895-96.	1894-95.	1893-94.
North.....	13,800,000	13,700,000	13,550,000
South.....	3,011,196	2,433,248	2,291,064
Total....	16,811,196	16,133,248	15,841,064

Textile Notes.

Mr. William Dootson, superintendent of the Sutherland Mills, of Augusta, Ga., contemplates the establishment of a knitting plant.

Messrs. J. P. Arledge and W. A. Cannon, of Columbus, N. C., propose the establishment of a knitting mill, and are now investigating the machinery.

The Nashville Cotton Mills, of Nashville, Tenn., have ceased operations, but will resume again in about six weeks. About 200 people have been employed.

The Clifton Manufacturing Co., of Clifton, S. C., has awarded contract for another pair of turbine wheels for its plant. This makes the second order for wheels within a recent time, a 2300 horse-power outfit having been put in recently.

The O. A. Robbins Co., of Charlotte, N. C., have completed the arrangement of a room for spinning purposes. The 2000 spindles to be placed in the room will arrive next week and will be at once set up. An eighty horse-power engine has also been put in.

The buildings for the Smitherman Cotton Mills, at Troy, N. C., are about completed, consisting of a main building 78x320 feet, engine and boiler-room 35x60 feet. The machinery to be placed in position will be, for the present, 2080 spindles and eighty-four looms, but space is provided for 5000 spindles and 200 looms when needed.

The machinery for the plant of the Selma Cotton Mills, of Selma, Ala., has commenced to arrive, and is now being placed in position. The finer grades of cloth will be manufactured, and arrangements are to be made so that the capacity can be at any time readily doubled. The company has capital of $50,000. Mr. Ernest Lamar is president.

An advertisement appears in this issue offering to invest $125,000 cash in a cotton mill in the South, preferably in Georgia, Alabama or North Carolina, provided an equal amount, with other inducements, can be secured locally. Communications addressed to D. I. D., care Manufacturers' Record, will be forwarded.

The next meeting of the New England Cotton Manufacturers' Association is to be held at the Profile House, White Mountains, New Hampshire, on the 22d, 23d and 24th of this month. The list of papers to be read includes one from the South. Prof. C. P. Brooks, of Charlotte, N. C., is to read one on "Condensed Cotton Yarn and the Condenser Card." In the program of the association Professor Brooks's address is given as Harpurhey, England, where he formerly resided, but he has been a citizen of Charlotte, N. C., for a year or more.

The report of the receivers of the Eagle & Phenix Manufacturing Co., of Columbus, Ga., has been issued. The report, which has been in process of preparation for some time, is very full. Its summary shows: Total liabilities, $1,588,737; quick assets, valued, $410,673.49. These liabilities are mainly in bonded indebtedness, $892,000, and in bills payable, some secured, $269,429.79, some $70,468.79 claimed to be secured by cotton and merchandise in Eagle & Phenix warehouse, but not found by the receivers, and others unsecured, $137,337.05. In assets the value of the real estate is not included, and stocks were listed at their face value.

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

The Market for Cottonseed Products.

New York, N. Y., September 15.

The firm prices which were quoted for cotton oil at date of our last gradually stiffened, culminating in a sharp advance, and today summer yellow is quoted on this market at twenty-four cents. The position of holders is strong, and although the volume of trading which characterized the market immediately preceding and subsequent to the advance referred to has subsided, a revival of same would be again in evidence in the event of the acceptance of purchasers' bids, now 23½ cents. This the former steadily decline to entertain. Heavy sales for export on a 24-cent basis were effected, the action of shippers being hastened by the development of peculiar and unavoidable trade conditions, and which it is desirable for the trade at large to understand were in the main of a local character. The low prices which have been features of the market during the past few months, together with the prospect of a prolongation of same, were sufficient inducement for shippers and speculators to sell for September-October delivery, same proving short, the sales basis being for prime summer yellow 23 cents, or within a fraction thereof, f. o. b. The heavy gold imports creating a money scare in London, had the almost immediate effect of increasing exchange rates, while the advance in ocean freights added its quota to the marked disadvantage of the export trade. As a protective measure against the possibility of further loss, immediate purchases were imperative on the part of shippers, the impromptu demand they created producing the sharp advance referred to. It would therefore be unwise to place confidence in present prices with regard to their permanency, although other conditions, having in view the attitude of competing products, are probably more favorable in their bearing on cotton-oil distribution than a month ago. Tallow is in a strong position, being firm at 3 3-16 cents; Chicago lard is quoted at 3.62½ cents, and 3.60 for January delivery, while compound lard, New York city make, rules at 3¾ to 3⅞ cents, and 3⅝ to 4 cents for Western. Advices from the South have the effect of strengthening the market here, and for crude in bulk (South) 15 to 16 cents is quoted. For white oil there has been a fairly good demand, but butter oil had a limited call only. The market for crude oil lacks life, owing to the absence of supplies, but in this grade, too, an advance in price has been made. The problem which confronts crushers, concerning seed supplies being procured on a satisfactory basis, is yet undetermined, a circumstance which holds in check contract making for futures. The actual quantity of export shipments for the week is unimportant, the purchases made, which include 100 barrels of soap stock, being for delivery during the remaining part of the month. Arrivals have increased largely, nearly 7000 barrels reaching here during the week. The following are the ruling prices: Prime crude, 21 cents; loose crude, f. o. b. mills, 14½ to 16½ cents; off-grade crude, 19 to 20 cents; prime summer yellow, 24 cents; off-grade summer yellow, 23 to 23½ cents; prime winter yellow, 30 to 32 cents; yellow butter grades, 25 to 26½ cents; prime white, 25½ to 26 cents, and soap stock, ½ to ⅝c. per pound; Liverpool refined dull at 15s. 3d.

Cake and Meal.—Prices are scarcely as firm as a week ago, primarily owing to the action of steamship companies in advancing rates. Memphis cake has been contracted at $15, September delivery, short ton, and Houston at $11.50 to $13. Exports from New Orleans were 13,200 bags meal and 1549 bags of cake. The demand abroad is good, and the weakness which prevails in cake quotations here is due rather to present transportation conditions than to lack of interest on the other side.

Cottonseed-Oil Notes.

The Velasco Oil Mill, at Velasco, Texas, is expected to gin nearly 2000 bales of cotton this year. It only ginned 125 last season.

The season opened at Brandon, Miss., with cottonseed at $4 per ton, which is considered very low. Cottonseed meal and hulls will probably rule higher this season.

The Jefferson County Oil Mills, at Birmingham, went to work on the 7th inst. This new plant is the most modern in structure and equipment. It will employ about 100 men and handle the cottonseed coming to market.

The Georgia Cotton Oil Co., of Columbus, Ga., commenced crushing seed last Monday. The company's plant is in perfect order, and everything is adjusted for a short but active season's business. The mill is under the management of Mr. J. A. Walker.

The Mutual Oil Co., of Columbus, Ga., is receiving large quantities of cottonseed daily, and commenced operations on the 15th inst. It is stated that the total supply of cottonseed will be used up by the latter part of December, owing to the shortage in the cotton crop.

A cottonseed delinting machine was placed on exhibition in New Orleans last week, for which the inventor claims that its capacity can be increased by enlarging the cleaning works of the machine. It is said to be very simple in construction, and has a capacity of five tons per day. A company has been organized and intends to push the invention at once.

The 60-ton cottonseed-oil mill at Terrell, Texas, commenced operations on the 10th inst. Considerable money has been spent on the plant recently, having been thoroughly overhauled and new heaters and pumps put in. Work is to be commenced at once on a storage tank with a large capacity. Receipts of seed so far this season have been large, and the mill is running night and day to make room for more.

There has been a slight decline in the quotations on prime summer yellow cottonseed oil, but with this exception cottonseed products remain as previously reported. The following quotations were posted on the 7th inst. in the cottonseed-product department of the Houston Cotton Exchange and Board of Trade of Houston, Texas: Choice crude oil for butter oil and strictly prime crude oil, nominal: prime crude, loose, 14 to 14½ cents; refined butter oil, nominal; prime summer yellow oil, 17 cents; prime cottonseed cake, $11.50 to $13, and prime cottonseed meal, $12 to $13.50 f. o. b. mills interior points, according to location.

The market for cottonseed products at New Orleans is dull and unchanged; prime crude oil in bulk, 16 to 16½ cents; prime summer yellow in barrels, 22½ cents; meal, $16.50 to $17 per short ton; cake, $18 to $18.50 per long ton for export. Receivers' prices are as follows: Cottonseed, $7 per ton of 2000 pounds net to the mills, no commission of any kind to be added; cottonseed meal jobbing at depot, $16 to $16.25 per short ton of 2000 pounds; for export per long ton of 2240 pounds f. o. b., $18 to $18.50 for current month; oilcake for export, $18 to $18.50 per long ton f. o. b.; crude cottonseed oil at wholesale or for shipment, strictly prime in barrels, per gallon, 18½ cents; loose, per gallon, 16 cents, according to location of mill; refined cottonseed oil, prime in barrels, per gallon, at wholesale or for shipment, 23 to 24 cents; cottonseed hulls delivered, per 100 pounds, according to location of mill, 20 to 25 cents; foots, ½ to ¾c.; linters, according to style and staple—A, 3¾ to 3⅞ cents; B, 3½ to 3⅝ cents; C, 3 to 3¼ cents; ashes, none.

Literary Notes.

The Southern Baptist Pulpit. Edited by Rev. J. F. Love. Introduction by Judge Jonathan Haralson. 365 pages. American Baptist Publication Society, Philadelphia, Pa.

This volume contains specimens of sermonic literature representative of the Southern pulpit. Eloquence which flows so naturally from the gifted sons of the Southland finds an ideal field for its employment in the work of Christianity. The examples given in this book are well selected, and while not exhaustive, are truly representative. They were delivered before the Southern Baptist Convention. When it is considered that this convention constitutes the largest deliberative body of Christian men that anywhere assembles, the opportunity is one tending to bring forth sermons worthy of preservation and of general interest. They are marked by clearness, force and variety. It is a valuable contribution to any preacher's library and a useful contribution to Baptist literature.

With the Fathers. Studies in the History of the United States. By John Bach McMaster. Cloth, 334 pages. D. Appleton & Co., New York city.

Any volume from the pen of this distinguished American historian at once commands the attention of men of affairs and students of government. Lucidity of statement and comprehensive grasp of facts, which are features of his style, appear in this book to advantage. It consists of thirteen historical sketches which have been printed in leading magazines and journals. Dealing with American history, the range from Washington's inauguration to the career of the know-nothings; from the political policy of the fathers to a century's struggle for silver, and the third-term tradition. Professor McMaster does not hesitate to say a man is a traitor when he is satisfied with the proofs. Unadorned records of events and dates are not his claim for public attention. It is rather the wonderful mastery of the subject, the facility for conveying knowledge, and the force with which his convictions are presented, that establishes interest in his productions. These sketches are soundly American in tone. Manly and patriotic, they never degenerate into spread-eagleism. Much is told that is pertinent. The belief that politicians and legislators are more corrupt now than they were in the early days of the century is shown to be a delusion. A clear exposition of the Monroe doctrine is a valuable feature. "Four Centuries of Progress" is a chapter exhibiting the marvelous changes of time and bristling with a robust optimism convincing to the doubting mind that sees nothing but decay.

The Raleigh (N. C.) Tobacco Board of Trade has elected the following officers: E. L. Fleming, president; V. B. Moore, vice-president; E. W. Thomasson, secretary and treasurer.

PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record,
Baltimore, Md., September 17.

The local phosphate market has not shown any improvement during the past week, and the demand from manufacturers is light. Several small lots of acid phosphate were sold, but the whole amount of business transacted is hardly worthy of comment. Those engaged in the trade expect business to be quiet until after the election. The movement in South Carolina is steady, and miners are generally shaping the output to meet a moderate demand, both domestic and foreign. Values are about steady at $3 for crude rock at the mines, hot-air-dried $3.25 f. o. b. Ashley river and $3.45 f. o. b. Charleston city. The total shipments for the present year, ending August 31, from Beaufort and Charleston amounted to 445,047 tons, against 431,375 tons for 1894-95. Florida miners are mining along as usual, and values are nominally firm, with stocks well held and no disposition to increase the output beyond the limits of demand. The shipments from the ports for the fiscal year amounted to 516,460 tons, against 515,878 tons in 1894-95. There are no local charters reported. In New York the proper tonnage is scarce, and in phosphate charters the week has been a quiet one. The following are reported: A Norwegian steamer from Fernandina to Stettin with phosphate rock at 19/6; a schooner, 804 tons, from Tampa to Norfolk and (or) Richmond with phosphate rock at or about $2.15.

Fertilizer Ingredients.

The market is a little more active, with the general movement somewhat more encouraging. The Eastern markets have ruled rather quiet, but from the South there is a good demand for ammoniates. Sales of blood and tankage have been liberal at Western producing centres at last quotations. Nitrate of soda is steady, and other material not much changed from previous reports.

The following table represents the prices current at this date:

Sulphate of ammonia, gas	$2 15@	——
Nitrate of soda	1 80@	1 85
Hoof meal	1 55@	——
Blood	——@	1 60
Azotine (beef)	——@	1 60
Azotine (pork)	——@	1 65
Tankage (concentrated)	1 50@	——
Tankage (9 and 20)	1 40 and	10
Tankage (7 and 30)	12 50@	13 50
Fish (dry)	17 00@	17 50
Fish (acid)	10 00@	11 00

Phosphate and Fertilizer Notes.

The steamship Cydonia sailed from Port Tampa, Fla., for Ghent, via Newport News, with 2300 tons of phosphate rock.

It is stated that all the phosphate mines in and around Fort White, Fla., have resumed operations with a full force of hands.

The steamship Glanystwyth sailed from Fernandina, Fla., on the 10th inst. for Rotterdam with a full cargo of phosphate rock.

The British steamship Axminster was cleared from Charleston, S. C., on the 8th inst. for Barcelona, having among her cargo 1200 tons of phosphate rock for Cette.

The shipments of phosphate from the port of Charleston, S. C., for the week ending the 11th inst. were as follows: Brig H. B. Hussey for Weymouth, Mass., 820 tons; schooner W. H. Shubert for Cartaret, N. J., 850 tons; schooner Edgar C. Ross for Richmond, Va., 600 tons; schooner Oscar C. Schmidt, 500 tons of acid phosphate, and schooner Annie C. Grace, 850 tons, both for Baltimore. The total shipments of phosphate from September 1 to the 11th inst., inclusive, amount to 6300 tons domestic and 1200 tons foreign, against 2203 tons domestic last year.

Since the discovery of phosphate rock at Mt. Pleasant, Tenn., business in that section has been very active. It is stated that shipments of phosphate rock amount to from ten to twenty carloads per day, and that Messrs. Arnold & Cooper, of the Tennessee Phosphate Co., will in a few days put in a crusher near the mines, and the other companies will also add crushing machinery soon.

The work of development in the phosphate belts of South Carolina, Florida and Tennessee for the fiscal year ending August 31, 1896, as reported from the various mining sections, has been fairly satisfactory under the existing conditions. The output has been in a great measure restricted, holders refusing to do business in any extended volume at ruling prices. There has been no great accumulation of stocks, and the various companies developing territory are in a better condition for future operations than at the corresponding period last year. The Charleston News and Courier, in its annual review of the industry, says: "More rock has been mined and more fertilizers sold during the past year than in 1894-95. The needs of the country are greater, and commercial fertilizers have become a necessity to the modern farmer. The miners have acted with great conservatism during the past year; they have been in such a condition that they could afford to shut down operations, arguing that it costs nothing for the rock to remain in the beds undisturbed. The mining operations at present are not being pushed with great energy, and particularly in Florida. In South Carolina the product is limited to the demand, and the miners are not accumulating stock. * * It is confidently expected that during the new year business in Tennessee will be greatly expanded, and that it will be conducted on a new and better system." Returns for the fiscal year received during the past two weeks give shipments of phosphate rock from the ports from September 1, 1895, to August 31, 1896, as follows: Brunswick, Ga., 31,092 tons, all foreign; Fernandina, Fla., 140,165 tons foreign, 21,405 domestic; Punta Gorda, 46,015 tons foreign, 17,849 domestic; Port Tampa, Fla., 98,337 tons foreign, 48,309 domestic; Savannah, 67,581 foreign; Jacksonville, 708 tons domestic; railroads 30,000 tons, consumed 15,000 tons—total 383,189 tons foreign, 133,271 tons domestic, against 428,398 tons foreign and 87,480 tons domestic in 1894-95. South Carolina shipments for the fiscal year were Charleston 330,827 tons and Beaufort 114,220 tons—total 445,047 tons, against 431,375 tons in 1894-95. The shipments from the Tennessee mines in 1894 were 17,500 tons; in 1895 they increased to 40,000 tons, and from January 1, 1896, to July 31, the total shipments were 24,805 tons.

Interest in Home Industry.

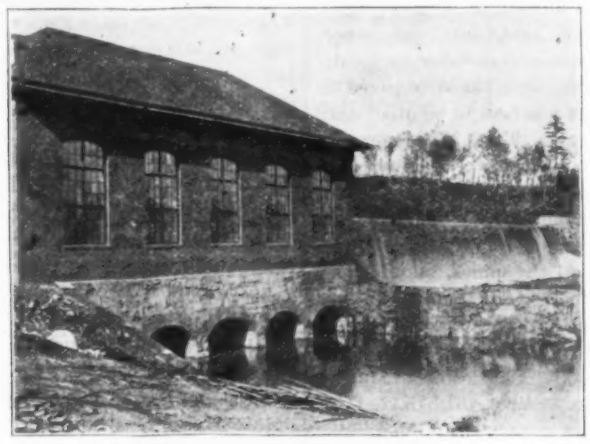
The Business Men's Club of San Antonio, as already stated in the Manufacturers' Record, is engaged in an effort to interest the people of that city more in home industries. L. C. Erwin, secretary of the club, in a letter to the Manufacturers' Record, states that the movement has been very successful, and that "the people are undergoing what would be termed in religious parlance a revival." As a result, home industries are being more liberally patronized, and less manufactured products from the North are being sold in that vicinity. It is to be hoped that the movement, so successfully inaugurated by the club, will continue to develop as it deserves.

XUM

MECHANICAL.

The Electrically Driven Mills of the Pelzer Manufacturing Co., Pelzer, N. C.

The advantages incident to the driving of textile mills by electricity instead of by belt or rope driven from a steam engine are, perhaps, nowhere better demonstrated than in the great cotton mills (one of the largest in the world under one roof) of the Pelzer Manufacturing Co. at Pelzer, N. C. Here a peculiar combination of circumstances led to the installation of an electric plant almost unique in its scope and the perfection of its operation. For fourteen years the mills of this company were operated directly from water-power and steam, and those most intimately connected with the mills during that time are loudest in their praises of the improvement, both in operation and output, induced by the adoption of electricity when compared with the older methods.

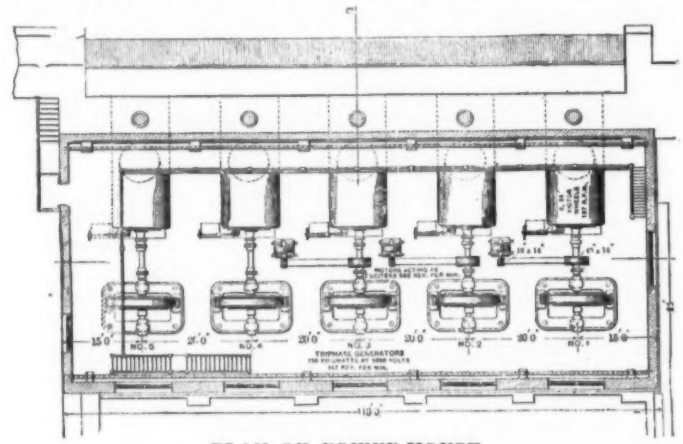


POWER-HOUSE AND DAM.

The Pelzer Manufacturing Co., organized in 1880, had gradually increased its manufacturing facilities until in the spring of 1894 it had not less than 53,500 spindles in operation in the three mills which it had located on the Saluda river. The entire power of the river at that point it then utilized to drive two of the mills. Mill No. 3 was driven by belt from a 400 horse-power Harris-Corliss engine.

As is customary with Southern mill corporations, the Pelzer Company owned a large tract of land immediately adjoining the mills, and upon this it had erected, besides the three mills just mentioned, three churches, schools, stores and the factory village, the whole property being controlled and supervised by the president, Capt. E. A. Smythe. The village is located about three-quarters of a mile from the Columbia & Greenville branch of the Southern Railroad, and a spur track is run from the line to the village. The corporation controls the Saluda river for several miles on each side of Pelzer village, and in this distance owns a number of undeveloped water-powers, in addition to those it had already utilized.

The growth of the business of the Pelzer Company rendered an increase in the manufacturing plant necessary, and in 1894 plans were drawn for a new 55,000-spindle mill. The question of driving the mills, and consequently its location, became the most serious it had to consider. A magnificent undeveloped water-power existed not three miles down the stream from the present village, but if the new mill were to be erected by the side of this water-power it would be necessary to duplicate the mill village, with all its conveniences, stores, schools, churches, lyceum, hall, offices, etc., and would entail the cost of additional supervision, the distance between the two villages being too great to bring the new mills under direct supervision of the management of mills 1, 2 and 3. The formation of the land adjacent to the water-power was also unfavorable to the erection of a mill at that point, unless at great expense. It would have been necessary to lay very heavy stone foundations under the entire building, which had been planned for 505 feet in length and 128 feet wide, as well as to extend the railroad track from the old to the new village. Before the magnitude of such a project even such enterprising mill-owners as the Pelzer Company recoiled.



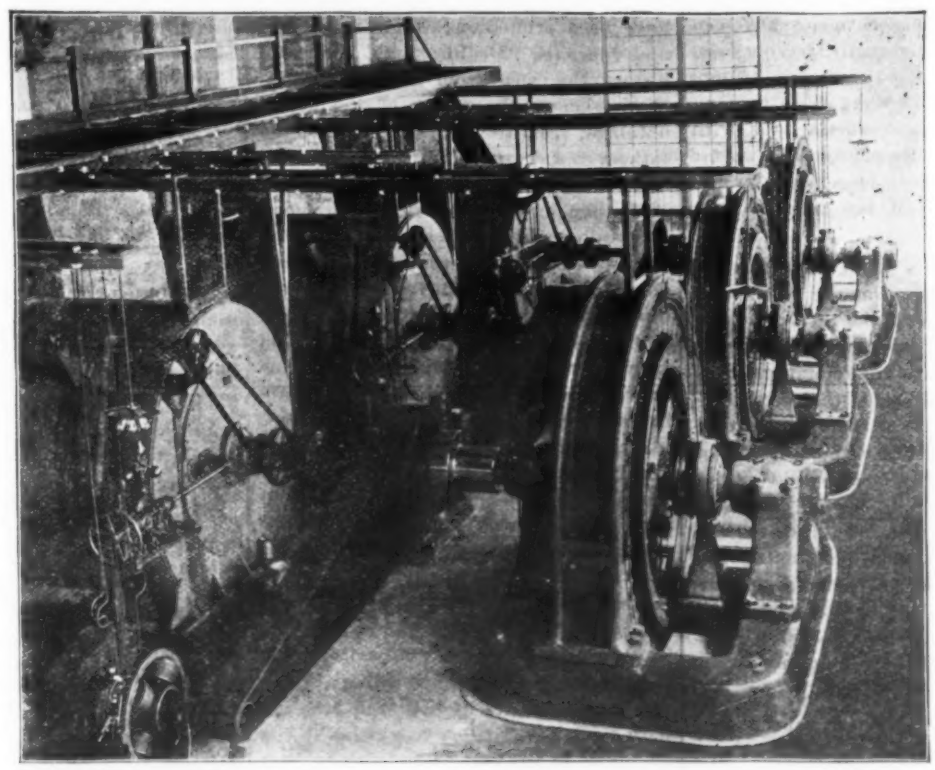
PLAN OF POWER-HOUSE.

A little before this time the owners of large cotton mills at Columbia, S. C., had decided to use electricity to drive their machinery. Their plant was already in operation and giving such satisfaction as had never before been attained by the use there of any other method of drive. The Pelzer Company was consequently encouraged to consider the advantages which electrical transmission might offer, and, after an exhaustive examination, concluded that the triphase system developed by the General Electric Co. offered sufficient prospective benefit to induce its use, as well as to offset any possible increase of first cost. In October, 1894, therefore, a contract was made with that company for an entire electrical three-phase generating and induction motor equipment for the new mill, and a synchronous motor equipment for mill No. 3.

The plans were altered accordingly to comprehend a power-house only at the site of the water-power, and the erection of mill No. 4 itself in the vicinity of mills 1, 2 and 3. The new mill is 505 feet long by 128 feet wide, four stories high, and contains 55,027 spindles.

To obtain the necessary fall, with a sufficient storage of water, a dam of solid masonry thirty-two feet high and about 450 feet long was thrown across the Saluda river, a spillway 300 feet long being provided in view of occasional heavy springs freshets. The available power is set down at 5500 horse-power.

The power-house is of red brick, laid on masonry foundations, the walls being water-proofed for three feet above the top of the stone. The dam and power-house were constructed by William Chapman & Co., Providence, R. I., and the water-wheel plant by the Stilwell-Bierce & Smith-Vaile Co., of Dayton, Ohio. Wheel-pits and feeders are provided for five pair of 29-inch horizontal Victor wheels, each of which under the available head will develop 1000 horse-power. Three pairs of wheels only have been installed, but the other two will be put in as soon as the increase in the demand for power warrants the extension.



GENERATOR-ROOM.

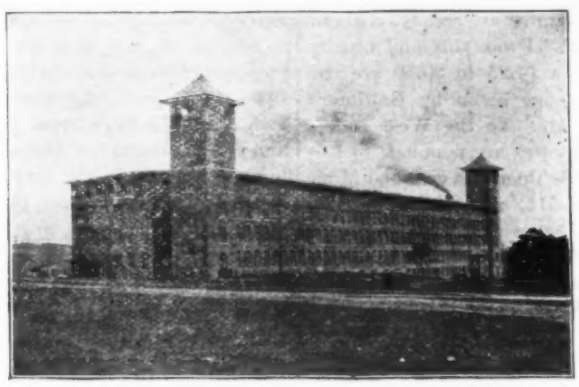
Each pair of turbines is connected to the armature shaft of a 1000-kilowatt, three-phase generator, delivering current at 3300 volts when turning at a speed of 167 revolutions per minute. The exciters are multipolar dynamos of the General Electric slow-speed type, and are directly driven by belts from the turbine shafts. The switchboard, of the skeleton type, located in the gallery, carries the special high-tension switches, the synchronizers and usual rheostats and measuring instruments, the bus bars receiving the current direct from the generators without transformation. The high-tension wires rise from the board to a small monitor on the dam side of the power-house, and pass out through this to the special glass insulators on the poles. These carry four crossarms. The top one carries two wires, acting as lightning conductors, grounded every third pole; the second, third and fourth crossarms carry the generator circuits, while on the lowermost are strung the pressure and telephone wires. The total length of the pole line is two and five-eighths miles. Three-quarters of a mile from mill No. 4 the wires for the synchronous motor in mill No. 3 branch off from the main line.

A small tower erected immediately in front of the new mill receives the high-tension wires, which are carried down the interior and proceed into the basement of the mill by an underground tunnel. In the tower are contained the lightning arresters.

The transformer room, adjoining the repair shop in the basement, receives the wires through porcelain-lined holes in the wall, on a skeleton board carrying the necessary switches. The transformers are nine in number, three of which have a capacity of 265 kilowatts and six of 275 kilowatt capacity. They are of the General Electric air-blast type, in which the principle employed to keep them cool is to send a constant current of air through the laminations by means of two electric blowers. In the transformers the pressure is reduced to 200 volts, at which pressure the current is brought to the motors. There are also two transformers, reducing the current to 114 volts for the 1200 incandescent lamps used to light the establishment.

The motor equipment of the new mill

aggregates 2080 horse-power, divided into twenty-four motors, all of the General Electric induction type and located throughout the building as follows: Two of fifty horse-power each in the the basement to drive the blowers for ventilating, heating the repair shop, etc. Four of seventy-five horse-power each in the



MILL No. 4.

picker-room on the first floor. These are directly connected to the shafting in the same manner as at the Columbia (S. C.) mills, and run at 600 revolutions per minute. Four of 110 horse-power each, driving 720 looms on the first floor and 680 on the second floor, as well as five slashers. Three of 110 horse-power each, driving the carding machines of the third floor. Eight of 110 horse-power each, driving the machinery in the spinning-room on the fourth floor. One of twenty horse-power operates the spoolers in this room, and four of five horse-power supply power for the operation of the pumps.

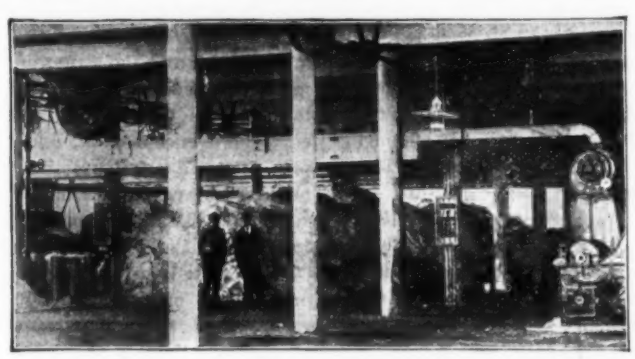
All of the above motors are non-synchronous, and are of the inverted type. They are suspended from the ceilings of the rooms in which they are employed. They have neither brushes, collector rings nor commutators, and consequently there is no sparking. The principal advantage presented by these motors is that they necessitate no attention whatsoever beyond that given to the bearings, and so long as these are kept properly lubricated, the motor will satisfactorily perform its duty. They are self-oiling, and are provided with oil glasses, by which the attendant can readily determine the amount of oil in the oil chamber.

By securing these motors to the ceiling a great saving in floor space is saved, and they are there beyond interference from curiosity, carelessness or accident.

To drive the machinery each motor is, as far as possible, connected by four belts, two overhanging pulleys being keyed to each end of the motor shaft. From each end the two belts lead in opposite directions to the shafting driven by the motor. This method of driving reduces to a minimum the amount of friction, while equalizing the strain upon the bearings and shaft. In cases where two belts only are driven by a single motor, the pulleys are placed on one end of the motor shaft only, and the belts are led in opposite directions to the machinery shafting.

A study of the economy induced by the adoption of electricity shows that the erection of this plant cost very little more than it would have done had the mill been located at the dam, on account of the expensive stone foundations which would have been required, the duplication of the mill village and the extension of the railroad.

The mill, instead of being located on low-lying land near a river, is on a high, dry tract, where it receives the best light and ventilation. This is an economy which every mill operator can appreciate. Furthermore, a considerable saving was effected in both shafting and belting. The widest belt in this mill, using 2200 horse-power, is only eight inches wide; the largest shaft two and fifteen-sixteenths inches in diameter. The saving in first cost of shafting and belting, compared with that in a mill of identical proportions driven by mechanical methods, is set down at about $10,000. The omission of the belt tower, and its accompaniments, resulted in economizing a sum between $3000 and $5000. In mill No. 3, substitution of the 400 horse-power synchronous motor for the steam engine will do away with an annual expenditure for fuel of $10,000. The steam required for heating and slashing in this mill is supplied from the boilers in Nos. 1 and 2



PICKER-ROOM.

mills, and thus the entire cost of fuel used in No. 3 mill will be saved by the substitution of the synchronous motor. This saving would more than equal the entire operating expenses, including interest on the electric plant driving both No. 3 and No. 4 mills, and lighting the latter. In other words, the cost of power for these two mills and the cost of lighting one of them would be no more than if the steam engine had been retained in No. 3 and No. 4 had been erected near the water-power, to be driven therefrom mechanically.

All of the advantages of concentration, subdivision of power, more favorable transportation facilities, better light and better ventilation are obtained without adding anything to the cost of manufacturing the output. On the other hand, it is obvious that they must result in a very material reduction in its cost.

The engineers for the entire installation were Lockwood, Greene & Co., of Boston, to whom particular credit is due for the comprehensive and complete manner in which the new mill has been constructed and equipped. It is a model of the most advanced textile mill practice. Credit must also be given the Pelzer Company for courage in embarking in this enterprise, for while electrical drive has proven its advantages elsewhere, it requires more than usual initiative to construct a mill where no other method of drive can well be used. Great also must be the confidence placed by the Pelzer Company in the three-phase system, when it is stated that it has practically staked its entire increase of capital upon the ability of electricity to drive the mills successfully. The singularly successful operation of the Columbia Mills, and the wide experience of Lockwood, Greene & Co. with electrical drive, enabled the Pelzer Company to realize its possibilities and encouraged it to embark in the enterprise, and there is no likelihood that it will be disappointed.

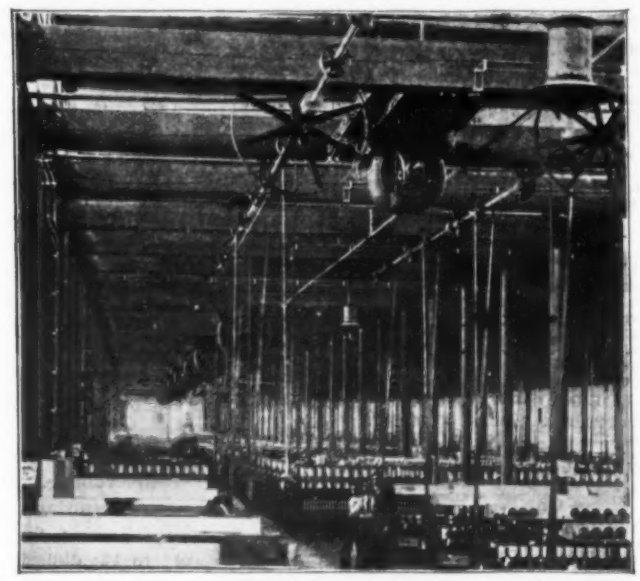
Another Cotton-Picking Machine.

A dispatch from New Orleans states that John A. Peer has invented a cotton-picking machine. It is about four feet in width, and has an arm extending from each side. These arms reach the main stock of the cotton plant and can be adjusted to take in any width of row. A card picker is operated by an endless chain, which passes over a large driving wheel, running by its own weight. The motor power is furnished by the animal which drags the machine along between the rows. The pickers take the cotton from the bolls and the material is combed from the branches, leaves, etc., without apparent damage. The total weight of the machine, it is stated, is not over 700 pounds.

An English View.

The "Providence" capstans of all kinds, both for sailing vessels and for yachts, have found an increasing demand in Great Britain, and they are frequently spoken of there as being the best machines in their line that are made in the world. Last week Captain Ellis, of the ship Ancona, called at the office of the American Ship Windlass Co., at Providence, R. I., the manufacturers of these machines. This ship is a 3000 or 4000-ton ship, carrying two-and-one-sixteenth-inch chain. She was built by Russell & Co. at Greenock, Scotland, three years ago. She has a "Providence" patent messenger chain capstan windlass and five "Providence" crank capstans, made by the American Ship Windlass Co. The Ancona arrived at New York a week or two ago, and the captain called on the manufacturers of his windlass and capstans to say how much pleased he was with his machines, and expressed the opinion that they excelled any other make of windlasses and capstans in the world. Within the past few weeks Messrs. G. T. Soley & Co., agents of the American Ship Windlass Co. for Great Britain, in writing to that company, said that they had fitted out about half of the sailing vessels built in Great Britain the past year with "Providence" capstans.

As a general thing, "John Bull" is not very favorably disposed to foreign-made goods in this line, and therefore his opinion in regard to same ought to carry considerable weight. John Bull usually knows a good thing when he sees it.



SPINNING-ROOM.

New Industry in Baltimore

A company for the manufacture of enamel, to be applied to metal and other substances, has begun operations in South Baltimore. It controls the patent of Theo. Zwermann, which provides for the application of enamel to iron castings of all kinds; also of what is known as Majolica enamel, which is used in decoration on iron and steel castings. Stoves, ranges, kettles and other utensils are lined with the enamel, which is composed of a combination of borax, silicates, soda and metal oxides. The compound is prepared by a cooking process in two large kilns, which each turn out 1000 pounds of enamel every three hours. After preparation it is cooled in a large vat built especially for the purpose, when it becomes a hard substance, transparent in appearance. It is then ground in mills and ready for application. The metal work is treated by two processes, the wet and dry. The articles to be enameled are placed in a furnace and heated red-hot. They are then sprinkled thoroughly with the powdery substance, which forms a paste over the surface, and, it is claimed, cannot be removed by extreme heat or cold. Tin and small ornaments are usually enameled by the wet process, when the article is dipped in water which has been colored with the powdered enamel. It is then placed in a dryroom and the operation completed by heat. The Baltimore Enamel Co., which is the name of the corporation, expects to employ about 100 hands when the works are in full operation. William Little is president of the company; R. E. Drinkaus and Theodore Zwermann, vice-presidents; Charles Winder, secretary, and Henry A. Graham, treasurer.

Leland Rankin has been selected as manager of the Nashville American. Mr. Rankin is a writer of much ability, and has been in charge of the bureau of publicity in connection with the Tennessee Exposition.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

Lumber Directory.

Readers of the Manufacturers' Record who may be in the market for lumber of any description are recommended to the directory of Southern lumber manufacturers and dealers which appears among the advertising pages.

LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record,
Baltimore, Md., September 17.

There is but little change in the general surroundings of the lumber market, and the volume of business shows very little expansion. The demand for North Carolina kiln-dried yellow pine has ruled somewhat more active during the past week, but there are few sales of large lots reported. Boxmakers, yardmen and others are not in the market for large purchases, and prices of air-dried yellow pine are about steady, with stocks somewhat reduced. Cypress is dull, with values easy and a shade lower. In white pine there has been a fair inquiry, and values are firm for desirable grades and dimensions. The hardwood market is quiet, and values steady. The local inquiry from the usual sources is light, and from out of town there is only a moderate demand. In the export way there is very little doing at the moment. Advices from Europe, however, are better, and it is expected that shipments during the fall and winter months will increase. Among planing mills here and other woodworking concerns business is rather quiet, with orders not so plenty as last month.

The following list represents the prices current at this date:

[The quotations for yellow pine are for cargo lots, and for all hardwoods the figures indicate values for choice car lots.]

VIRGINIA AND NORTH CAROLINA PINE				
5-4x10 No. 2, kiln dried	$12	50@	13	50
5-4x12 No. 2, kiln dried	17	50@	18	50
4-4x10 No. 1, kiln dried	15	00@	15	50
4-4x12 No. 1, kiln dried	15	00@	16	00
4-4 nar. edge, No. 1, kiln dried	13	00@	14	00
4-4 wide edge, No. 1, kiln dr'd	17	00@	18	00
6-4x10 & 12, No. 1, kiln dried	23	00@	24	00
4-4 No. 1 edge floor., air dried	13	50@	14	50
4-4 No. 2 edge floor., air dried	10	50@	11	50
4-4 No. 1 12-in. stock, air dried	13	50@	14	50
4-4 No. 2 12-inch stock	11	00@	12	00
4-4 edge box or rough wide	7	50@	8	50
4-4 edge box do. (ord. widths)	6	50@	7	00
4-4 12-inch rough	9	00@	9	50
¾ narrow edge	5	00@	6	00
¾ wide	6	50@	7	50
¾x9½ and 10¼-inch	8	00@	9	00
Small joists, 2½—12, 14 and 16 long	7	00@	8	00
Large joists, 3—16 long and up	8	00@	9	00
Scantling, 2x3, 2x4 and 3x4	7	00@	8	00
WHITE PINE.				
1st and 2d clear, 4-4, 5-4, 6-4 and 8-4	47	50@	48	50
3d clear, 4-4, 5-4, 6-4 and 8-4	42	50@	43	50
Good edge culls	14	50@	15	50
Good stock	16	50@	17	50
CYPRESS.				
4-4x6, No. 1	17	00@	18	00
4-4x6, No. 2	12	00@	14	00
4-4x6, 16 feet, fencing	10	00@	11	00
4-4x6, rough	8	50@	9	50
4-4 rough edge	8	00@	8	50
4-4 edge, No. 1	16	00@	17	00
4-4 edge, No. 2	11	00@	12	00
Gulf, 4-4, Nos. 1 and 2	28	50@	30	50
Gulf, 6-4, Nos. 1 and 2	31	50@	32	50
HARDWOODS—WALNUT.				
5-8, Nos. 1 and 2	65	00@	75	00
4-4, Nos. 1 and 2	80	00@	90	00
5-4, 6-4 and 8-4	85	00@	95	00
Newell stuff, clear of heart	85	00@	100	00
Culls	20	00@	30	00
OAK.				
Cabinet, white and red, Southern, plain-sawed and good, 1 and 2, 8 inches and up, 12 to 16 feet long, 4-4	30	00@	34	00
Quartered white, Western, 1 and 2 quality, all figured, 6 inches and up wide, 4-4	53	00@	55	00
Culls	10	00@	15	00
POPLAR.				
Nos. 1 and 2, 5-8	24	50@	25	50
Nos. 1 and 2, 4-4	28	00@	30	00
Nos. 1 and 2, 6 and 8-4	32	50@	33	50
Culls	13	00@	16	00
SHINGLES.				
Cypr., No. 1 h'rts, sawed, 6x20	7	00@	7	50
No. 1 saps, sawed, 6x20	5	00@	6	00
No. 1 hearts, shaved, 6x20	6	00@	7	00
No. 1 saps, shaved, 6x20	5	00@		
LATHS.				
White pine	2	65@	2	70
Spruce	2	10@	2	20
Cypress	2	10@	2	20

Charleston.

[From our own Correspondent.]

Charleston, S. C., September 14.

Business at this port is beginning to show up better in volume, and the general trade of the port has improved very much during the present month. Along the wharves and docks everything is bustle, and the wholesale houses along the bay front are doing a big trade. The movement in lumber is fairly active, with a good demand from Northern and Eastern ports. At Georgetown and other milling centres there is a fair business movement, and mills are generally well supplied with orders, but at prices still very low. The business in crossties is rather better than for some time past, and a fair demand exists for cargo lots. The schooner Harold J. McCarty sailed last week from Georgetown for New York with a full cargo of crossties, and the Edwin A. Gaskell arrived from Norfolk to load with ties for New York. The Clyde steamer Croatan sailed from Georgetown on the 10th with a full cargo of lumber and naval stores. The market here for all desirable grades of lumber is unchanged as to prices, and the closing figures on Saturday were as follows: Merchantable lumber, $14 to $16 for city-sawed, $12 to $14 for railroad; square and sound, $9 to $13 for railroad, $8 to $11 for raft; dock timber, $4.50 to $6.50; shipping, $8.50 to $10.50. There is a fair demand for shingles at $5 to $7 per thousand. Among the clearances during the week the following vessels are reported: Schooner Jennie Lockwood for Boston with 453,804 feet of lumber; steamship Axminster for Barcelona with 13,100 staves among her cargo; and for New York steamship Seminole with 14,000 feet of lumber, and schooner Alice B. Phillips with 468,000 feet. Yellow-pine lumber freights are firm, with a light offering of tonnage. Rates to New York are $4.38 to $4.50, and proportionately for ties. A schooner, 626 tons, was chartered in New York this week to load lumber here for Boston at $4.70, and ties at 15 cents. The shipments of lumber coastwise from this port since the 1st inst. amount to 1,538,759 feet, against 2,534,029 for the same period last year.

Savannah.

[From our own Correspondent.]

Savannah, Ga., September 14.

Shipments of lumber and other wood products from this port have been fairly active during the past week, over 3,000,000 feet having been cleared for domestic and foreign ports. The market during the week has not materially changed as to conditions, and while the output of all milling centres is restricted to some extent, stocks are generally ample for present requirements. The manufacturer, on the other hand, is selling his material at a very low price, with the outlook for a better profit not overly encouraging at the moment. For all desirable lumber prices continue very steady, and for common material values are easy. The crosstie industry is somewhat encouraging, and the demand active, with fair prices, and shipments of better volume. At the close of the market on Saturday values were steady at the following figures: Ordinary sizes, $11 to 12; difficult sizes, $13 to $18; flooring boards, $15 to $22; shipstuff, $16.50 to $20, and sawn ties, $10. Among the clearances for the week the following vessels are reported: Schooners Ida Lawrence and Margaret A. May for Baltimore, the former with 375,618 feet of pitch-pine lumber and the latter with 371,873 feet. The schooner John H. Tingue cleared for New York with 404,356 feet of lumber, and steamers for that port took out 296,650 feet and 75,000 shingles. The schooner Stephen D. Loud cleared for Boston with 423,830 feet of lumber, and steamer Gate City for the same port with 154,682 feet; the schooner Red Wing for Philadelphia with 398,925 feet of lumber, and the schooner M. Luella Wood for Philadelphia with 442,741 feet of pitch-pine lumber. The schooner Chauncey M. Burk cleared for Baltimore with 643,325 feet of lumber. Lumber freight rates are steady, without material change. From this and nearby ports in Georgia $4.25 to $5.50 are the figures for a range including Baltimore and Portland, Me. To the West Indies and Windward rates are nominal; to Rosario, $12 to $13; Buenos Ayres and Montevideo, $10 to $11, and to Rio Janeiro, $14. Steamer rates to New York and Philadelphia $7, to Boston $8 and Baltimore $5. The following charters were reported in New York last week: A schooner, 391 tons, from Brunswick to Surinam with lumber at $6.75 and port charges; a bark from Brunswick to New York with ties at 13½ cents; a schooner, 306 tons, from Savannah to Colon with lumber at $8, and a schooner, 763 tons, Savannah to New York with ties at 14½ cents.

Pensacola.

[From our own Correspondent.]

Pensacola, Fla., September 14.

There has been few changes reported during the past week in the general conditions of the lumber and timber market of this port, and the situation at the moment is in many respects very satisfactory. In the timber trade the outlook is considered encouraging, and foreign advices indicate a fairly active demand for both hewn and sawn timber during this year. The Timber Trade Journal, in its review of the London market, says: "The season is now well advanced, and prices have culminated at their highest value. * * * In almost every branch of the trade there is marked activity, and London, we believe, has not experienced a better season since the rapid rise of the price of timber that followed the cheap steam freights." The lumber trade here is now moderately active, with a good demand from Central and South American, Mexico and Great Britain. At all milling centres adjacent to this city there is considerable activity, and mills are all running on full time. Prices for the better grades of manufactured lumber are firm, while common and inferior grades are dull and easy. Among the clearances during the week the following vessels were reported: Bark Orisa for Buenos Ayres with 876,000 feet of lumber and 21,000 feet of pickets; bark Cambria for Rio Janeiro with 1,000,000 feet of lumber, and steamship Joseph John for Greenock with 1,224,000 superficial feet of sawn timber and 110,000 feet of lumber. The cargo of the wrecked Norwegian ship Samhold, consisting of 928,000 feet of lumber, was sold on Saturday at $8 per thousand. The following charters were reported last week in New York: A British steamer, 2155 tons, hence to Holland with sawn timber, 110/, October; a British steamer, 1716 tons, hence to Belfast, Tyne or Holland with sawn timber at 110/, prompt; an Italian bark, 729 tons, hence to Genoa with sawn timber, 90/, if Naples, 91/3; a French bark, 1295 tons, hence to Genoa with sawn and hewn timber at 90/, and a British ship, 1711 tons, hence to River Platte at $13 net.

Mobile.

[From our own Correspondent.]

Mobile, Ala., September 14.

The new fiscal year has opened fairly active for both lumber and timber, and the prospects for a good year are at present very encouraging. In timber there is a good demand for hewn, and it is expected that stocks will be lighter than usual this year, owing to the scarcity of large trees at points near water-courses. Sawn timber is firm on a basis of 12 cents per cubic foot, and the demand this season will be good. The lumber trade is fairly active, with a good demand from South American ports. There is also some inquiry from Jamaica, and also from Cuba, as stocks on that island are at present very low, holders having purchased very little on account of the war. There is also a good inquiry from Great Britain and the Continent for desirable grades of lumber, and prices are very steady. The shingle mills here are not fully employed, and at the moment trade is rather quiet. During the past week the following vessels cleared from this port: Bark Johanne for Waterford, Ireland, with 35,477 cubic feet of sawn timber, 5037 cubic feet of hewn and 78,637 superficial feet of lumber; ship King's Country for Greenock, Scotland, with 99,457 cubic feet of sawn timber, 28,124 cubic feet of hewn and 60,806 superficial feet of lumber. The bark Arizona cleared for Buenos Ayres, A. R., with 756,952 feet of lumber, and steamer Spero for Vera Cruz, Mexico, with 153,716 feet. The exports of other woods since September 1 were: Cubic feet, oak, 2466; poplar, 1630; piling, 2500 lineal feet, and 2650 crossties. Lumber and timber freights are steady without change; lumber to the West Indies, $5.50 to $6, Spanish gold; coastwise, $5.50 to $6; Cuba, north side, $7 to $7.50, gold; south side, $7.50 to $8, gold; River Platte, $10.50 to $11, American gold, and Mexico, $7 to $7.50. Timber is steady, with rates to the United Kingdom 30/ per load for hewn, and sawn 95/ per standard. The lumber charters reported last week in New York were as follows: A Norwegian bark, 1213 tons, hence to Buenos Ayres at $12 net, and a schooner, 449 tons, from Pascagoula to Philadelphia at $5.25.

Beaumont.

Beaumont, Texas, September 12.

Orange is the only point within this district that reports any improvement over last week in receipt of interior orders. At that place the mills seem to have received a few orders for yard stock, which, just at this time, are very opportune. Mills up the S. & E. T. and on the Kansas City, Watkins & Gulf (running north from Lake Charles) do not report any increase in orders for regular stock. At Beaumont there has scarcely been seen anything this week resembling a carload order of yard stock.

As to dressed material, the demand for this seems to have fallen off everywhere, and as a result, planers are shut down at several of the mills in this vicinity. Since last week's letter was written there have been a few rains on the S. & E. T. road, which has enabled the mills there to get a little water to run on, although hardly any of them are making more than three-quarters time, on account of scarcity of water. Some of them are not making half-time.

This week has been noted as a week of lumber failures in Texas, no less than three lumber concerns having gone by the board. The most prominent of these failures is that of Mr. Sam Allen, of Houston, both on account of the amount involved and of the popularity and high reputation of Mr. Allen. Four other concerns, in addition to Mr. Allen, in his individual capacity, are involved, namely, Allen & Williams, Corrigan, Texas; Allen & Co., Corrigan; Allen & Co., Asia, and Allen & Co., Mobile (Texas). Mr. Percy Allen was named as trustee. The liabilities are $322,451.89, with assets of the scheduled value of $614,491.95. Mr.

Allen is also interested in several other enterprises throughout the State, which, however, so far as known, are not affected. Much regret is expressed amongst Beaumont lumbermen for Mr. Allen, to all of whom he is well and favorably known. Mr. Allen has been in the lumber business in Texas for many years.

R. T. Hardesty, lumber dealer, of Houston, made a general assignment on Wednesday, with assets of $17,800 and liabilities of $14,900. The mills of Orange, Beaumont, Lake Charles and Westlake were all caught for small amounts.

W. F. Lewis, lumber dealer in Waxahachie, Texas, has also made an assignment, preferring several creditors. Particulars of this failure are not as yet obtainable.

The export business still continues to be good, and the Consolidated Export Lumber Co. is now loading the ship Premier, 950 tons burden, with square timbers for shipment to the United Kingdom or Continent. The steamship Washington has just cleared for Tampico, loaded with ties, shipped to that point by the Consolidated Export Lumber Co.

Mr. G. A. Sternenberg returned on last Thursday to his mill at Olive from a visit to his mother, who resides in Houston.

T. E. Spottswood, Esq., the timber exporter, departed last week for Lake Charles to look after the shipment of a timber cargo to Sabine Pass.

E. C. Seebohm, who is most well and favorably known to all lumbermen of the South, arrived at New York last week from South Africa, where he had been sent by the J. A. Fay & Egan Co. to erect a planing mill, and, incidentally, to quell the Matabelean insurrection.

B. S. WOODHEAD.

St. Louis.

[From our own Correspondent.]

St. Louis, Mo., September 14.

The condition of the lumber market here has undergone but little change so far this month, and the movement is not by any means active. An uncertainty as to future operations is having a disastrous effect upon general trade, and the return of confidence is slow, as indicated from various sections of the country. The demand for lumber during the past week was better than the previous one, and some of those who are engaged in the industry predict a better movement which will follow the reaping of a rich harvest throughout the country. In yellow pine the situation is not regarded as at all satisfactory, as many of the mills in the South are shut down, and what orders are being filled are at very low figures. Manufacturers are making no effort towards advancing prices under the present demoralized condition of the market. In local circles there has been some demand for building material, but permits issued last month show a decrease, and there is not likely to be much demand for the next thirty days. White pine is in moderate demand, and what orders are coming forward seem to be of small size, and dealers are not disposed to purchase under the present financial condition of the country. In hardwoods trade has been moderately active, and buyers are generally conservative, while few orders will be placed until after the election. Oak is moving more freely than any wood on the list, and there is a good demand for dry quartered stock of good quality, while there is some inquiry for plain oak. Cottonwood is dull, with some prospects of a scarcity this fall, which is likely to advance prices. Poplar is dull, except for large squares, and prices are unchanged. There is a good demand for good thick ash and walnut, and other woods have undergone no change. The receipts in this market for the week ending the 9th inst. aggregated 1054 cars by rail and 136,000 feet from the lower rivers, against 1246 cars and 773,000 feet during the corresponding week of last year. The shipments were 592 cars, against 753 cars last year.

Lumber Notes.

Halstead's planing mill, at Norfolk, Va., together with 5000 shingles, was destroyed by fire last week. The loss is estimated at $2000, with no insurance.

The gin and saw mill of Pearce Luke, located five miles north of Little Rock, was burned last week. There was no insurance, and the loss is estimated at $2000.

The schooner Gov. J. Y. Smith cleared from Wilmington, N. C., on the 8th inst. for Porto Rico with a cargo of 228,363 feet of lumber, shipped by E. Kidder's Son.

Mr. John W. Jones, of Williamsburg, Va., whose saw mill was recently destroyed, is having a new and much larger mill built on the property owned by J. W. Casey.

The saw and planing mills of the Peregoy-Jenkins Lumber Co., at Wilmington, N. C., resumed operations on Tuesday morning last. Mr. M. A. Forte is superintendent in charge.

The schooner Jerome B. Cook sailed from Fernandina, Fla., on the 7th inst. for New York, and the Julia A. Trubee on the 11th for the same port, both with full cargoes of lumber.

The saw mill and dry-kiln belonging to the Provencal Lumber Co., at Provencal, La., was destroyed by fire on the 6th inst. The property was partially insured in several companies. It is not known whether the company will rebuild or not at present.

The Dixie Lumber & Manufacturing Co., at Atlanta, Ga., has just been awarded the contract for the entire interior work of the Mecklenburg county courthouse, in course of construction at Charlotte, N. C. The work is to be done in oak of superior style and finish.

The schooner Bartholdi finished loading 290,000 feet of pitch-pine lumber at L. A. Davis & Bros.' new saw mill at Crandall for the Port of Spain. Another vessel is due to load a cargo for the same port. Contractor Cushing is building a slab elevator to the saw mill at Crandall.

At Wallisville, Texas, the Wallisville Lumber Co. shipped by barge to Houston during the week ending the 9th inst. 70,000 feet of first-class cottonwood lumber. Cummings & Bros.' large hardwood mill at the mouth of Trinity river has closed down until after the election on account of low water preventing a supply of logs.

The Georgia Lumber Co. was organized last week at Montgomery, Ala., with a capital stock of $100,000. The company will own and operate saw mills throughout Georgia and Alabama, and will have its headquarters in Montgomery, Ala. The incorporators are Messrs. Charles S. Boyd and J. B. Little, of Montgomery, and Thomas L. Hardin and Julius M. Patton, of Atlanta.

The large cypress mill at Panasoffkee, Fla., owned and operated by H. A. Batchelor & Co., has shut down for thirty days. Operations continue in the swamp and on the tramroad. The mill machinery is also undergoing repairs, ready to go into full operation in thirty days. The Warnell Lumber & Veneer Co.'s mills will open one mile north of Panasoffkee this week, and will give employment to 150 men.

The Peters Lumber Co., at Alco, Ala., closed down on the 1st inst., with the exception of construction and repair gangs on the railroads. The planing mills will continue to run. It is reported that the affairs of the company are in excellent condition, and that the business was turned over by the receiver on the 1st inst. to Mr. R. G. Peters. It is thought that the mill will resume operations on its new basis soon.

It is stated that work will soon be commenced on the rebuilding of the Jesse Thompson Lumber Mills at Augusta, Ga. Mr. Thompson has had in contemplation the re-establishment of an extensive plant, and the work about to be commenced will be carried out on an extensive scale. The new mill will be ready for business during the next four months, and the proprietor hopes to be ready to make bids on the trade from the 1st of January forward.

Among the vessels due at Sabine Pass to load lumber, the steamship Westmeath will arrive about the 25th inst. and take on 1,500,000 feet of German primes, after which she will proceed to Pensacola for an additional quantity and complete her cargo at Ship Island. The Norwegian bark Johannes will load 900,000 feet for Buenos Ayres, her cargo being furnished by the Reliance Lumber Co. The Reliance Lumber Co. has made another shipment of finish to Glasgow, via Galveston, per steamship Legislator.

The following summary of the lumber and timber trade of Mobile, Ala., for 1895-96, as given by the Register in its annual review, is as follows: Lumber, total foreign and coastwise, 62,405,966 feet; lumber, railroads, 14,024,376; lumber towed to Ship Island, 3,000,000; lumber, local and rivers, 15,000,000 feet. Timber, direct to vessels, hewn, 15,176,604 superficial feet; sawn, 51,896,160; towed to Ship Island, hewn, 300,000 superficial feet; sawn, 600,000; total in superficial feet, 162,403,106, against 128,649,361 feet in 1894-95, showing an increase of 33,783,745 superficial feet.

The lumber trade at the port of Jacksonville, Fla., continues fairly active, and the shipments for the current month will likely be greater than for August. During the past week the schooner Nimrod cleared and sailed for New York with 241,000 feet of yellow-pine lumber, and schooner Isaac N. Kerlin with 315,000 feet. The schooner Adele Ball sailed for New York with 653,000 cypress shingles loaded at Palatka by the Wilson Cypress Co., of that place. The schooner Erie B. Hall sailed for Boston with 340,000 feet of yellow-pine lumber, and the schooner John S. Deering for Philadelphia with 368,000 feet. The Clyde steamers Algonquin and Iroquois took out 550,000 feet of yellow-pine lumber and 6000 bundles of shingles, and the schooner J. W. Balano cleared and sailed with 448,000 feet of yellow-pine lumber for Boston.

The semi-annual convention of the United Association of Lumbermen was called to order last week in St. Louis, Mo. A committee was appointed to prepare a resolution on "what constitutes a retail dealer in lumber." The committee reported in the shape of a resolution to the effect that a retail lumber dealer is one who carries not less than 75,000 feet of lumber and has an office and a man employed to wait on customers desiring any quantity of lumber. The resolution was adopted. J. Newton Hind, secretary of the Mississippi Lumbermen's Association, was elected president for the ensuing six months. In the afternoon a number of papers were read relating to the lumber industry. There was a fair attendance of delegates, and the proceedings of the convention were very harmonious. The business of the association being concluded, the convention adjourned.

Rebuilding Virginia's University.

A dispatch from Charlottesville, Va., states that work is progressing rapidly on the new buildings for the University of Virginia. The architects are McKim, Meade & White, of New York, one of the best known firms in the country. The rotunda will be fire-proof, and be restored according to the original design, which was similar to the Pantheon at Rome. Among the buildings now under construction are a hall, containing lecture-rooms, also a physical and chemical laboratory, as well as a building for technical work in electrical and mechanical engineering. An annex to be built is to contain forges and a foundry, and here will be placed the boilers for supplying heat and power to the institution. When the work is completed the University will have better buildings than before the recent fire.

Another Self-Helping Town.

One of the communities of the South which believes thoroughly in self-help in the development of its manufacturing industries is Gastonia, N. C. The Manufacturers' Record has heretofore called attention to the number of cotton factories in operation in Gaston county, of which Gastonia is the centre, and the many new projects, the majority of them being constructed with local capital.

In a recent issue of the Charleston News and Courier a very extensive description is given of Gastonia, which fully bears out the predictions made in the Manufacturers' Record, that it had a very bright future before it. Although the town was laid out in 1876, the first cotton mill was not built until 1888, when the Gastonia Manufacturing Co. began operations, with a capital of $125,000. During the past eight years this company has paid out this amount in dividends, and doubled the size of the plant in addition. The second mill was constructed in 1890. It has also been very successful. In addition to these two plants, the Modena Cotton Mill has been constructed and equipped on the instalment plan, and is now paying regular dividends of 8 per cent. on the capital stock. Geo. A. Gray and others are now building a fourth mill, which will be the largest in the place. In addition to the cotton mills, there is a coffin factory, which employs a large number of workmen, two large sash and blind factories and two roller flour mills, although the town has now but 3000 population. At the time the first cotton mill was constructed the population was only about 800 people. The development of manufacturing has caused an increase of about 400 per cent.

While today fully $500,000 is invested in the textile industry alone in the town, not over $20,000 is Northern capital, the balance being raised largely in the vicinity of the place by the enterprising merchants and manufacturers. The same enterprise has also resulted in the construction of four churches and several other public buildings. Gastonia has two banks, both in a very prosperous condition.

The work which the people of Gastonia have done during the last ten years is an object-lesson to every Southern community which ought to be carefully considered.

If you are thinking of enlarging your mill, factory or mine, or of purchasing machinery of any kind, send us a postal card giving the character of machinery needed.

XUM

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in any town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and even then they must expect the return of some letters, because of the lack of knowledge on the part of postmasters of all new companies. Criticisms and complaints are invited, as they will the better enable us to guard against errors.

William Ridlon, 56 Hampshire street, Lawrence, Mass., contemplates engaging in the foundry business, and may locate in the South.

ALABAMA.

Bessemer — Furnace.—It is said that the Tennessee Coal, Iron & Railroad Co. (office, Birmingham,) will soon put another furnace in blast.

Birmingham — Furnace. — The Tennessee Coal, Iron & Railroad Co. is preparing to blow out Alice furnace for repairs, and at the same time blow in a furnace at Bessemer.

Birmingham — Iron Furnace. — It is said that the Sloss Iron & Steel Co. will put in blast its No. 2 furnace soon.

Birmingham—Car-wheel Works.—The Birmingham Car Wheel Works has put in additional machinery for the manufacture of tramcar wheels.

Florence — Saw Mill.—Judge Mitchell has established a saw mill, under the management of Fred Green.

Gadsden — Water Works. — The Gadsden Water Works Co. has decided to issue receivers' certificates for making improvements to its plant.

ARKANSAS.

Kingsland — Lumber Mills. — James R. Breathitt, E. R. Buster and Amanda Breathitt have incorporated the Breathitt Lumber Co., with a capital stock of $10,000.

Little Rock—Bicycle Works.—William Kellogg has organized a company to engage in the manufacture of a chainless bicycle which he has patented.

Little Rock — Bridge. — The free-bridge commission has closed contract with the Groton Bridge & Manufacturing Co., of Groton, N. Y., at $353,022 for the construction of a free bridge across the Arkansas river at Little Rock.

Little Rock.—D. G. Falk and others have incorporated the Falk-Ottenheimer Co., with a capital stock of $50,000.

Little Rock — Bicycle Improvement Company.—The American Bicycle Improvement Co. has been incorporated, with a capital stock of $50,000; J. B. Bateman, president, and J. Kellogg, secretary-treasurer.

FLORIDA.

Panasoffkee—Saw Mill.—H. A. Batchelor & Co. are overhauling their mill and will resume operations in thirty days.

St. Augustine—Cigar Factory.—R. F. Wilds and C. L. Ximanies will establish a cigar factory.

Tampa — Cigar Factory.— Teodoro Perez, Juan Ebra and L. J. Napoles have incorporated the Monroe Cigar Co., with a capital stock of $25,000, to manufacture cigars; will employ 100 hands at the start.

GEORGIA.

Adairsville—Cotton Gin.—A. M. Cox has lately improved his ginnery, added new machinery, etc.

Atlanta—Lumber Mills.—Thomas L. Hardin and Julius M. Patton, of Atlanta, and Charles S. Boyd and J. B. Little, of Montgomery, Ala., have incorporated the Georgia Lumber Co., with a capital stock of $100,000, to own and operate lumber mills throughout Georgia.

Atlanta — Machine Works. — The Atlanta Bicycle and Machine Works, which has about completed its plant, will, besides making bicycles, engage in general machine work, manufacture iron fencing, etc.

Atlanta — Car Works.— The Consolidated Street Railway Co. is manufacturing trolley cars for its own use.

Atlanta—Paint Factory.—The Tripod Paint Co. has decided to erect a new plant, equipped with the latest improved machinery.

Augusta — Electric-light Plant. — Reports are current that another electric-lighting company will be organized and erect plant. E. A. Swete is mentioned.

Augusta—Foundry, etc.—George R. Lombard & Co. are adding new machinery to their plant.

Augusta — Knitting Mills.—William Dootson contemplates the establishment of a knitting mill.

Augusta—Lumber Mills.—Jesse Thompson will rebuild his big lumber mills which were destroyed by fire some months ago.

Brunswick—Electric-light Plant.—The city intends to erect a new electric-light plant, and J. B. Abrams is chairman of committee in charge.

Cordele—Broom Factory.—C. M. Killian will establish a broom factory.*

Macon — Printing Company. — Walter R. Crosby and others have incorporated the Postell Printing Co., with a capital stock of $3000.

Montezuma — Water Works.—Mr. Wilson will construct a water-supply system for the use of the city.

Moultrie — Water Works. — A system of water supply will be established by B. P. Crenshaw. Lee Auston is engineer.

St. Simon's Mills — Cotton Gin. — Lewis Beach and Rad Hitch have built a cotton ginnery of 1200 pounds daily capacity (Sea Island staple).

Waynesboro—Mattress Factory.—Ausband Bros. will commence the manufacture of mattresses.

KENTUCKY.

Frankport — Chair Factory. — E. N. Hubbard, Jacob Black and N. A. Sorbert have incorporated the Falls City Chair Works, with a capital stock of $10,000, to manufacture chairs.

Kentucky—Oil Wells.—N. R. Packard, of Brockton, Mass., and J. K. Lannahan, of Pittsburg, Pa., will probably develop oil-fields in Kentucky.

Kentucky — Oil Wells. — W. H. Hunt, of Montpelier, Ind., will probably develop oil-fields in Kentucky.

Kentucky—Oil Wells.—Samuel Bradley & Son, of Bolivar, N. Y., have leased several thousand acres of oil lands in Kentucky for development.

Lancaster — Water Supply.—The city has about decided upon the drilling of an artesian well. J. E. Stormes can give information.*

Louisville — Distillery Company. — C. A. Youngman, H. B. Bernard and J. H. Milward have incorporated the Old Times Distillery Distributing Co., with capital stock of $10,000, to sell distillery products.

Louisville—Malt and Grain Company.—The Kentucky Malt & Grain Co. has been incorporated, with a capital stock of $50,000, by Philip Ackerman, Frank Senn, John F. Kellner and others, to deal in grains, etc.

Louisville — Plow Works. — The Brinly, Miles & Hardy Co. has put its plow works in operation, employing fifty men, after an idleness of two months.

Madisonville—Flour Mill.—J. B. Wilford, of Bowling Green, Ky., will build a flour mill in Madisonville.

Marion—Water Works.—The construction of water works is talked of. R. E. Bigham is interested.

Whitesburg — Coal Lands. — Report says that Eastern capitalists have bought 12,000 acres of coal lands in Pike county for development.

LOUISIANA.

New Orleans—Delinting-machine Works.—J. Howard McCormick has invented a delinting machine and organized a company to manufacture and introduce it.

Shreveport — Electric-light Plant.—W. K. Henderson will put in his foundry an electric-lighting plant.*

Shreveport—Ice and Electric-light Plant.—The mayor of the city will put an electric-light, refrigerating and heating plant in the market-house building.*

MARYLAND.

Baltimore—Ice Plant.—Chas. T. Westcott, of Chestertown, Md., and E. S. Merryman, of Baltimore, will erect a 100-ton ice plant on Frederick avenue, near the city; contracts all awarded.

Baltimore—Laundry, etc.—Joseph B. Seth, H. A. Clark, George H. Winchester and William H. Jones, of Baltimore, and James D. Carter, of Wilmington, Del., have incorporated the Mercantile Laundry Co., with a capital stock of $25,000. They propose operating steam laundry and furnish steam for motive power, etc.

Havre de Grace—Shoe Factory.—Arrangements have been completed that will ensure the organization of the Havre de Grace Shoe Manufacturing Co., noted this week, with a capital stock of $20,000. The company will put in operation the old Faust & Son factory, and employ 500 at the start.

Reisterstown — Water Works. — It is proposed to form a company to construct a system of water works to supply Reisterstown, Glyndon and Emory Grove. W. Graham Bishop, Theo. F. Wilcox and others, of Baltimore, are interested.

Reisterstown—Water Works.—The water-works movement noted last week has resulted in the appointment of a committee of C. H. Michael and others to solicit stock for a $10,000 company to construct a system.

Washington, D. C. — Gas Works. — The Washington Gas Light Co. will erect a $10,000 addition to its plant for a gas purifier.

MISSISSIPPI.

Grenada—Water Works.—The city officials are said to be investigating water works; B. C. Adams, mayor.

Okolona—Water Works.—The construction of water works is talked of. E. J. Ezell can give information.

MISSOURI.

Coal—Flour Mill.—W. P. Parks will build a flour mill; has power plant.

Ferguson—Electric-light and Power Plant. The Olive Branch Electric Light & Supply Co. contemplates erecting a duplicate plant.

Kansas City — Implement Works.—Hiram F. and George H. Devol, S. B. Stokely and others have incorporated the Eagle Manufacturing Co., with a capital stock of $100,000, to manufacture agricultural implements.

St. Louis—Coal Company.—Henry D. Ahlbrandt and others have incorporated the Ahlbrandt Coal Co., with a capital stock of $3000.

St. Louis — Commission Company. — The Hall-Bryner Commission Co. has been incorporated, with capital stock of $10,000, by John Bryner and others.

St. Louis—Livery, etc.—Charlotte A. Lynch and Robert Scott have incorporated the Scott & Lynch Livery & Undertaking Co., with a capital stock of $25,000.

St. Louis—Mineral Company.—J. E. Nevin, trustee, has incorporated the Union Mineral Co., with a capital stock of $500,000.

St. Louis — Importing Company. — Ferdinand Bakrow and others have incorporated the Bakrow, Block & Bigley Importing Co., with capital stock of $20,000.

Slater—Water Works.—The city will construct water works at a cost of $20,000. Address the mayor.

NORTH CAROLINA.

Charlotte—Cotton Mill.—The O. A. Robbins Co. has made arrangements for putting in 2000 spindles, and the machinery will arrive at the plant next week.

Columbus — Knitting Mill.—J. P. Ariedge and W. A. Cannon propose the establishment of a knitting mill.*

Greensboro—Machine Works.—L. M. Clymer, of Salem, Va., will remove to Greensboro and engage in the machine-works business.

Lincolnton — Water Works. — The North State Hotel Co. has let contract for the construction of water works, the county being a party to the contract. Water will be supplied from a spring.

Linville—Saw Mills, Timber Lands, etc.—The Linville River Lumber Co., capital $100,000, has purchased a large tract of white-pine timber lands near Linville, and proposes erecting saw mills to cut lumber; A. B. Camp, president; E. B. Camp, vice-president, and E. H. Camp, secretary-treasurer.

Lumberton—Water Supply.—The city has contracted for the drilling of an artesian well to supply 12,000 gallons of water daily. Address the city clerk.

Ramseur — Cotton Mill.—The Smitherman Cotton Mills buildings are about completed, and the machinery will soon be placed in position. At the start 2080 spindles and eighty-four looms will be placed.

Statesville—Foundry and Machine Works. J. C. Steele & Sons are preparing to erect new buildings for their foundry and machine shops. The foundry will be 36x68 feet, and the shop 50x100 feet.

TENNESSEE.

Chattanooga — Wagon Works.—Milt Freeman and R. A. Williams, forming the Hillside Wagon Co., have commenced the manufacture of wagons.

Hiersburg — Flour Mill.— Savage & Tyler have built a flour mill.

Knoxville—Water Supply.—The Knoxville Brewing Co. has let contracts for drilling wells for water supply.

Memphis—Ice Plant.—Henry Walton will put in an ice plant.*

Mt. Pleasant — Phosphate Mines.—Arnold & Cooper will erect a crushing plant at their mines.

Parrottsville—Flour Mill.—Robert F. Bell has bought the Brookside Mills and will improve same, putting in new machinery, etc.

Riceville—Wagon Works.—Boyd Bros. are to put in new machinery and increase the capacity of their wagon works.*

TEXAS.

Arcadia — Tile Plant. — John Breed will erect a tile plant.

Comanche—Mercantile.—The M. V. Fleming Co. has been incorporated for mercantile purposes by M. V. Fleming and others, with a capital stock of $15,000.

Dallas—Sulphur Company.—J. C. Warren, J. C. Duke and E. S. Edwards have incorporated the Littell Liquid Sulphur Co., with a capital stock of $2000, to manufacture and sell drugs, etc.

Goodrich—Saw Mill.—The Goodrich Lumber Co., J. J. Williams, manager, is erecting a mill of 30,000 feet daily capacity.*

Jacksonville — Compress.—W. A. Newton, W. A. Brown and J. E. Fleager have incorporated the Jacksonville Compress Co., with a capital stock of $20,000, to erect and operate compress.

Kaufman — Water Works.—Water supply may possibly be constructed. Address the mayor.

Marshall—Planing Mill.—The Hope Lumber Co. will rebuild its planing mill.*

Terrell—Oil Tanks.—The Terrell Oil Mills will erect a storage tank of 25,000 barrels capacity.

Waco—Cycle Company.—J. B. Seeger and others have incorporated the Woodworth Cycle Co., with a capital stock of $20,000, to deal in cycles, etc.

VIRGINIA.

Edom — Flour Mill. — C. L. Rhodes has bought the Sheaver Mills and will improve same, putting in new machinery, etc.

Lyndhurst — Manganese Mines.— It is reported that E. R. Brainerd, of Chicago, Ill., has found valuable and extensive deposits of manganese on his property near Lyndhurst.

Norfolk—Telephone Systems.—The Portsmouth & Cornland Telephone Co. has been incorporated, with a capital stock of $10,000, its purpose being to construct telephone lines in Virginia and North Carolina; C. R. Johnson, president; Annie Hodges, secretary-treasurer.

Richmond—Springs Company.—The Beaufont Lithia Springs Co. has been chartered and purchased lithia springs property in Chesterfield county. C. W. Tanner is president; Polk Miller, vice-president, and T. M. Wortham, secretary.

Richmond—Tobacco Factory.—J. N. Gorman & Co. will re-establish their tobacco factory reported as burned.

Williamsburg—Saw Mill.—John W. Jones is building a large new saw mill to replace the one recently burned.

WEST VIRGINIA.

Dingess — Coal Mines. — James H. Boyd, Edw. Thomas and W. H. Thomas, of Dingess, and others have incorporated the Camp Coal & Coke Co., with a capital stock of $25,000, to mine coal and manufacture coke, etc.

Rio—Ooze Factory.—A company has been organized to erect an ooze factory.

Wheeling—Iron Works.—The La Belle Iron Works Co., at its stockholders' meeting last week, authorized increasing its cold-roll department by the erection of a new mill and the extension of the cold rolls. The matter of the erection of a new mill on a portion of the company's property was not brought before the meeting.

BURNED.

Augusta, Ga.—The shops of the Augusta Southern Railroad; loss $10,000; Charles Pegginhart, master machinist.

Baltimore, Md. — The Baltimore & Ohio Railroad Co.'s warehouse; loss $75,000.

Charco, Texas. — The Shipman gin; loss $4000.

Columbus, Miss. — D. T. Gaston's cotton gin and press.

Eulaton, Ala. — Mr. Robinson's saw mill near Eulaton.

Fort Worth, Texas.—The Fort Worth Furniture Co.'s mattress factory; loss $40,000.

Hempstead, Texas.—Bethany's cotton ginnery near Hempstead; loss $3000.

Kansas City, Mo.—The Marsh Oil Works; loss $70,000, insurance $60,000.

Kaufman, Texas.—D. M. Barton's gin; loss $2500.

Little Rock, Ark. — The Union Compress Co.'s compress; loss $100,000.

Newellton, La.—Sol. Elgutter's cotton gin near Newellton.

Newport, Texas. — Hedgcook & Wright's cotton gin; loss $3500.

Owensboro, Ky. — The Marsden Cellulose Co.'s plant; loss $25,000.

Prattville, Ala.—The Pratt Ginnery.

Provencal, La. — The Provencal Lumber Co.'s mills and kilns.

Richmond, Va. — The Gorman-Campbell Co.'s tobacco factory; loss $10,000.

Rome, Ga.—W. A. Mathis's cotton gin; loss $3000.

Valdosta, Ga.—The Alliance Cotton Gin.

Vicksburg, Miss.—John Butts's cotton gin near Vicksburg; loss $6000.

Waynesboro, Ga.—Joe Smith's cotton gin near Waynesboro.

BUILDING NOTES.

Ackerman, Miss.—Courthouse.—The county has voted $7000 in bonds for the erection of a courthouse.

Annapolis, Md. — School. — Contract has been let to Morrow & Bro., of Baltimore, for the erection of a schoolhouse to cost $16,000.

Chattanooga, Tenn. — Warehouse. — The grain dealers of the city are talking of the erection of another warehouse.

Cumberland, Md.—Dwelling.—Anton Zihlman has let contract to Samuel D. Young for the erection of a dwelling.

Decatur, Ala.—Courthouse.—The commissioners of De Kalb county propose erecting a courthouse to cost about $40,000.

Fredericksburg, Va.—Dwelling.—Sallie L. Magrath will erect a $3500 dwelling.

Jacksonville, Fla.— Office Building.— The Gardner Building, already noted several times, is about to be let to contract. It will cost $100,000. Henry Ives Cobb, of Chicago, Ill., has completed the plans, which present a building six stories high, 92x100 feet, and have steam-heating plant, gas and electric lights, elevators (steam), glass, iron and wood construction; owner, Daniel G. Gardner, of Chicago.

Jacksonville, Fla.—Office Building.—D. B. Gardner, of Chicago, Ill., is asking bids on the erection of a six-story modern office building after plans by Henry I. Cobb, of Chicago. Plans can be seen at office of J. W. Archibald, in Jacksonville.

Kansas City, Mo. — Viaduct. — Daniel O'Flaherty has prepared plans for a viaduct, adjustment of grade, etc.

Kansas City, Mo.—Manual Training School. Plans are now being prepared for the city's new manual training school; to comprise four workshops, joining, turning, forge and machine shop, domestic, science and arts department, etc.; also four laboratories, botany, zoology, physics and chemistry; G. B. Morrison, principal elect.

Kansas City, Mo.—Church.—F. S. Steward has prepared plans for an $18,000 church to be built for Second Baptist Church.

Louisville, Ky.—Courthouse.—The board of county commissioners have decided to expend $250,000 in improving the courthouse. Proposals will be wanted soon; Alderman De Garmo, chairman.

Meridian, Miss.— Federal Building.— Contract has been awarded to T. B. Stowell & Co., of Chicago, for the erection of the federal building, to cost about $80,000.

Mt. Pleasant, Tenn.—Hotel.—A. L. Ward is erecting a hotel and storehouse.

New Orleans, La. — Schools. — Harrod & Andry (office in Masonic Building) will be the architects for the McDonough buildings, to cost $50,000, that are to be erected.

Norfolk, Va. — Hotel. — The Monticello Realty Co., D. Lowenberg, president, expects to commence work about October 1 on its hotel, mention of which has already been made several times. Carpenter & Peebles will soon put a perspective sketch of the plans on exhibition. The plans will provide for a six-story building, 150x217 feet, 230 rooms, 100 being suite rooms with bathrooms attached, seven storerooms on ground floor, refrigerating plants, ice plants, electric plant, water-purifying plant and complete steam plant.

Norfolk, Va.—Office Building.—The building occupied by T. and M. W. Talbot will be remodeled into an office building.

Ocean City, Md.—Hotel.—John Kelly, of Kelly's Hotel, Baltimore, will expend $10,000 in improving the hotel building which he recently bought.

Richmond, Va. — Hotel. — The Beaufont Lithia Springs Co. will build a hotel in Chesterfield county; J. L. Robertson, general manager.

Rossville, Ga.—Dwellings.—A. J. Murdoch will build a dwelling.

Sistersville, W. Va. — Church. — Contract has been awarded to Frouty & Vale at $6989 for the erection of a church building.

Washington, D. C. — Dwellings, etc. — T. Norris has completed plans for a large private stable; Solomon Carr will build a three-story brick dwelling; Washington Gas Light Co. will make a $10,000 addition to its buildings; B. F. Myers has completed plans for four three-story dwellings for W. W. Sondy.

Washington, D. C.— Dwellings.— Permits issued to Washington Gas Light Co. for $10,000 building; to L. E. Breuninger for $18,000 dwellings (four in number), and to Andrew Oehman for two dwellings to cost $2500.

Washington, D. C. — Engine-house. — Proposals will be opened September 22 for the construction of an engine-house for the city fire department. Blank forms of proposals and further information can be obtained upon application at office of inspector of buildings; John W. Ross, George Truesdell and Charles F. Powell, commissioners.

Washington, Ga.—School. — Contract for erection of $15,000 schoolhouse let to J. H. McKenzie & Son, of Augusta, Ga.

Water Valley, Miss.—Courthouse.—Sealed bids will be received until October 2 for the erection of the courthouse after plans by W. Chamberlain & Co., of Knoxville, Tenn. Plans can be seen at office of R. Meigs Copeland, secretary building committee.

Wheeling, W. Va.—Car Barn.—The Wheeling & Elm Grove Electric Railway Co. will erect a car barn and other buildings.

RAILROAD CONSTRUCTION.

Steam Railways.

Apalachicola, Fla.—A correspondent of the Manufacturers' Record writes that R. L. Bennett and others are interested in the proposed railroad from Carrabelle to Apalachicola, which will connect with the Carrabelle, Tallahassee & Georgia at Carrabelle. The people in Apalachicola are subscribing to a fund of $30,000 to assist the project.

Bowling Green, Ky.—The business men of Bowling Green are promoting a railroad line from Litchfield, on the Illinois Central system, to Bowling Green. The Commercial Club of Louisville has also become interested in the matter. F. W. Morency is chairman of the special committee appointed to consider it.

Concord, N. C.—It is reported that the Southern Company has become interested in the scheme to build a road from Concord to Troy to connect with the Aberdeen & West End, now under construction. C. H. Hudson, 1300 Pennsylvania avenue, Washington, is chief engineer of the Southern.

El Dorado, Ark.—C. C. Henderson, of the Arkansas Southern, advises the Manufacturers' Record that this line is completed from El Dorado to Junction City, a distance of seventeen miles. It is projected from El Dorado to Alexandria, La.

Fayetteville, Tenn.—The Decatur, Chesapeake & New Orleans road is now completed from Fayetteville to Madison Cross Roads in Alabama, and it is understood may be extended to Huntsville, Ala. C. P. Perin is general superintendent of the road at Fayetteville.

Galveston, Texas.—It is reported that the International & Great Northern and the Missouri, Kansas & Texas Companies, which operate jointly the Galveston, Houston & Henderson road, have determined to enlarge its terminal facilities both at Galveston and Houston by the addition of sidings and switches. The proposed improvements, it is estimated, will cost $100,000. F. M. Campbell, of Galveston, is general manager of the International & Great Northern.

Gulfport, Miss.—The Bradford Construction Co. has completed the Gulf & Ship Island road from Hattiesburg, Miss., to Gulfport, and trains are now being operated over the entire length of the line. The distance is seventy miles. D. M. O'Neil is superintendent.

Harriman, Tenn.—It is reported that the Harriman & Northeastern Railroad may be extended from Petros Station to Jellico, a distance of about fifty-two miles, by the way of Wartburg and Norma, Tenn. At Jellico a connection will be made with the Knoxville & Ohio. G. W. Chandler, at Harriman, is general manager.

Henrietta, Texas.—Hon. W. A. Squires, president of the Henrietta Board of Trade, states that the scheme to build the Gulf & Brazos Valley road has been revived, and that it will terminate at Velasco, on the Gulf. Ex-Governor Hubbard, of Texas, has become interested in the matter; also Hon. J. P. Douglas, of Tyler, Texas.

Monte, Ga.—J. D. Overstreet & Co. advise the Manufacturers' Record that they are extending their logging road a distance of six miles to Stillmore. The total length of the line will be fourteen miles.

Oakland, Md. — Albert Knapp & Co. are constructing a narrow-gage railroad through a timber tract near Oakland, which is said to contain fully 10,000 acres. The road also traverses a section of the State which, it is stated, contains extensive coal deposits.

Newton, Ala.—The proposed line through Southeastern Alabama, it is stated, will be eighty miles long, and will be built by the Plant Railway & Steamship Co., it is reported. It will extend from Newton to Greenville, in Butler county. B. Dunham is superintendent at Savannah, Ga.

Salt Lick, Ky.—Manager C. H. Eaton, of the Sterling Lumber Co., informs the Manufacturers' Record that four miles of the company's line have been completed. It will be eleven and three-quarter miles long. All the grading has been completed.

Electric Railways.

Baltimore, Md. — The Baltimore & Ohio Railroad Co. has obtained permission to use electric freight motors on East Pratt, Alice-anna and other streets in the Eastern part of the city. W. M. Greene, general manager, may be addressed.

Bluefield, W. Va.—Walter Graham, president Graham-Bluefield Electric Railroad Co., advises the Manufacturers' Record that this line may be extended further into the coalfields, but that much depends upon the outcome of the presidential election in November.

Washington, D. C.—Chief Engineer L. H. Hyer, of the Washington, Annapolis & Chesapeake Company, confirms the report in the Manufacturers' Record that surveys are now being completed for a double-track electric line between Washington and Annapolis which will have three branches. His address is 1214 F street N. W., Washington.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Boiler.—See "Steam Plant."

Boiler and Engine.—Boyd Bros., Riceville, Tenn., want to buy a twelve to fifteen horse-power engine and boiler.

Bottling Plant.—The Ballinger Manufacturing Co., Ballinger, Texas, wants prices and catalogues on bottling plant.

Broom Machinery.—C. M. Killian, Cordele, Ga., wants to correspond with makers of broom machinery.

Disintegrator. — Harry Guenther, Owensboro, Ky., wants a mill for grinding corn cobs and stalks into a fine meal.

Electric-light Machinery. — The Ballinger Manufacturing Co., Ballinger, Texas, wants catalogues and prices on machinery for electric-light plants.

Electric-light Plant.—Bids are wanted on electric-light plant at Brunswick, Ga. For information address J. B. Abrams.

Electric-light Plant. — The Jacksonville Textile Mill Co., Jacksonville, Ala., wants 60-light dynamo for lighting plant.

Electric-light Plant.—The mayor, Shreveport, La., wants to buy electric-light plant.

Electric-light Plant.—W. K. Henderson, Shreveport, La., wants estimates on electric-lighting plant for foundry; about fifty lights proposed.

Electric Plant. — The Monticello Realty Co., D. Lowenberg, president, Norfolk, Va., will buy electric plant for hotel.

Engine.—Powers, Gibbs & Co., Wilmington, N. C., are in want of a second-hand engine of fifty to sixty horse-power; must be in prime condition.

Heating Plant. — The mayor, Shreveport, La., wants to buy heating plant.

Ice Plant.—See "Refrigerating Plant."

Ice Plant. — Henry Walton, 113 Vance street, Memphis, Tenn., wants to buy a small ice plant of 500 pounds to one ton capacity.

Ice Plant, etc.—The Monticello Realty Co., D. Lowenberg, president, Norfolk, Va., will buy ice and refrigerating plants for hotel.

Knitting Machinery. — J. P. Arledge and W. A. Cannon, Columbus, N. C., are investigating knitting machinery preparatory to starting a mill.

Laundry Machinery.—The Ballinger Manufacturing Co., Ballinger, Texas, wants catalogues and prices on steam laundry machinery.

Lumber Machinery. — Wirt W. Hallam, Macon, Ga., wants suggestions or prices on apparatus for hauling logs up a shallow river; distance twenty-five miles, depth two to six feet, current four miles per hour; logs may be loaded on flatboats.

Lumber Machinery. — The Hope Lumber Co., Marshall, Texas, wants a second-hand flooring machine, edger and sizer.

Lumber and Rock for Bridge Work.—Bids will be wanted on lumber and rock for bridge work. Address W. W. Dickinson, Little Rock, Ark.

Machine Tools.—The George W. Campbell Co., Chattanooga, Tenn., 913 Chestnut street, wants prices and catalogues on machine tools and general machinery.

Piping, etc.—The Whitney Water & Light Co., Whitney, Texas, wants bids on cast-iron pipe, hydrants, etc.

Printing Machinery.—The Vicksburg Box Co., Vicksburg, Miss., wants to buy a box printing machine for two colors.

Railway Equipment.—J. D. Overstreet &

Co., Monte, Ga., will shortly be in the market for rails, etc.

Refrigerating Plant.—The mayor, Shreveport, La., wants to buy refrigerating plant for market-house.

Steam Plant.—The Monticello Realty Co., D. Lowenberg, president, Norfolk, Va., will buy complete boiler and steam plant.

Water-purifying Plant.—The Monticello Realty Co., D. Lowenberg, president, Norfolk, Va., will buy water-purifying plant for hotel.

Well Drilling.—Lancaster, Ky., wants to contract for the drilling of an artesian well to supply 50,000 gallons of water daily. Address J. E. Stormes.

Woodworking Machinery.—Boyd Bros., Riceville, Tenn., want to buy an 18 to 24-inch surfacer and matcher, a double-headed shaper, 32 to 36-inch band saw and other machinery for wagon works.

Woodworking Machinery.—The Vicksburg Box Co., Vicksburg, Miss., may possibly buy box printing machine for two colors, a groover, dovetail box cutter and a veneer cutter.

Woodworking Machinery.—The Goodrich Lumber Co., Goodrich, Texas, wants to buy a good cheap second-hand sizer and planer.

Views of Norfolk Business Men.

[Special Cor. Manufacturers' Record.]

Norfolk, Va., September 12.

Anent the national battle between the standards, some views I have recently heard expressed by Norfolk business men may be read with interest abroad, as showing that while the vote of Virginia may be cast for the Bryan electors, not every interest in the State by any means views with complacency the possibility of Bryan's election to the Presidency.

Col. T. F. Rogers, an extensive real-estate dealer of Norfolk, said in substance:

"While Norfolk is in particularly good shape and real estate is so firmly held that it is an extremely difficult thing to find owners willing to sell large parcels of inside property, yet our interests are suffering very greatly from this free-silver agitation. My clients are scattered over a wide area, and from Philadelphia, Boston, London, Dublin, the same cautious expressions come. Some matters I had expected to close up before now for my clients on the other side it is simply impossible to make any headway with until it is seen what this country is going to do about finances. Clients in Philadelphia and Boston, for whom I have made investments and loans heretofore, have instructed me to collect and remit as fast as I can do so. They decline to take any risks until they know what the country is going to do. My view of the situation is that people who can make investments will simply wait until they know the result of the election, and that if McKinley is elected there will be an almost immediate and widespread restoration of activity. I think Norfolk will have a particularly busy season of development in case sound finances prevail. How long this depression will last and how much more distressing it will become under other circumstances no man can say."

Mr. J. P. Andre Mottu, an active and extensive real-estate operator who has achieved distinction by having put through a $3,000,000 real-estate enterprise in Norfolk since the beginning of the dull times, says he finds it impossible to enlist foreign capital now, and it will continue to be so until America has declared in favor of sound money. Mr. Mottu organized a company which bought and improved what is known as the Ghent property, in Norfolk, the money for which he obtained entirely from Holland. He has sold over $400,000 worth of this property within a year, so none of the bitterness which comes with a failure can be charged against his opinions. He is in close touch with European financiers, and he says:

"Not a dollar can I get from the other side now. They simply won't put out anything on any kind of a proposition until they know what kind of money they will get in return. There are hundreds of thousands and millions of foreign capital ready and waiting for investment over here, and it will be sent over when sound money is declared for, but not till then."

Mr. A. E. Krise, president of the City National Bank of Norfolk, had recently returned from a trip through Michigan and Wisconsin.

"I found there a marked change in the sentiment of the people regarding the benefits to be expected from free silver," he said. "A great many of the farmers and others who were disposed to welcome Bryan as a miracle-worker, as a man who was going to sweep away every disturbing cause of hard times and bring a universal period of plenty and prosperity, are beginning to look more closely into the probabilities, with the result that they are not now so sure about it. Many have come to the conclusion that the experiment of putting Mr. Bryan in the White House is too dangerous to be undertaken, feeling that a still greater depression, and protracted through another year or so, would entail hardships the people and the country could hardly stand. Frequently there is no abandonment of their ideas regarding the desirability of the free and unlimited coinage of silver, but in such cases the opinion is expressed that their cause is strong enough to finally prevail in spite of Bryan's defeat, but that it can be brought about by less violent means and without the fearful disturbance of business which they concede would follow the election of Bryan now.

"By the way, the bankers generally are coming in for a good deal of gratuitous abuse at the hands of the populistic party because strong efforts have been made by them to point out the dangers of the Bryan crusade. In some quarters it is said: 'If the bankers are for gold, it is a pretty good sign that gold is not the best thing for the poor man.' It is unfortunate that such antagonisms should exist as to prevent good counsel being received as prompted by patriotism. I don't suppose there are many bankers in the United States who would be any less able than any other kind of business man to protect themselves if a silver flood came."

Iron Markets.

Cincinnati, Ohio, September 12.

The events of the past week have verified our statement that prices of pig iron had reached bottom. The movement, originating in heavy purchases by Eastern investors, spread to an unlooked-for extent, and there has been something like the excitement witnessed in March. Consumers have realized that furnaces cannot run indefinitely at a heavy loss. The general stoppage of furnaces and withdrawal from the market of those not absolutely forced to sell have shown that a shortage of iron is not among the impossibilities. It is not supposed that an enlarged consumption is causing the increased buying on the part of the consumers. Up to this time the tonnage has been made chiefly from a comparatively few large contracts with sagacious men, who are seldom mistaken, and it is fair to presume that their example will be followed by the rank and file. Stocks in consumers' hands are light, and to fill their yards to the usual extent would require every ton now held by furnaces. Strange as it may appear, there is a positive shortage of available iron to fill orders for several grades, notably Southern No. 1 foundry and Nos. 1 and 2 soft.

Prices are very firm at the close, with an established advance of 25 to 50 cents per ton. Quotations are still too low for any profit to the producer, and unless some calamity overtakes the country, there will be soon a further enhancement of values.

It is a good time to buy.

Bessemer is exhibiting considerable strength, and investors are turning their attention to it. A sharp advance is looked for at the first awakening in the demand for steel.

We quote for cash f. o. b. Cincinnati:

Southern coke No. 1 foundry..	$9 75	@	$10 25
Southern coke No. 2 foundry..	9 50	@	9 75
Southern coke No. 3 foundry..	9 00	@	9 25
Southern coke, gray forge....	8 75	@	9 00
Southern coke, mottled.....	8 75	@	9 00
Southern coke No. 1 soft.....	9 50	@	9 75
Southern coke No. 2 soft.....	9 25	@	9 75
Lake Superior coke No. 1.....	12 00	@	12 50
Lake Superior coke No. 2.....	11 50	@	12 00
Hanging Rock charcoal No. 1..	15 50	@	16 50
Tennessee charcoal No. 1.....	13 00	@	14 00
Jackson Co. silvery No. 1.....	13 50	@	14 00
Standard Alabama car-wheel..	14 75	@	15 50
Tennessee car-wheel.....	13 50	@	14 50
Lake Sup. car-wheel & mall'e.	14 75	@	15 25

St. Louis, Mo., September 12.

The past week has been one of remarkable activity in the iron trade. Several large orders have been placed at prices which are possibly the lowest that will be reached this year. It is only reasonable to expect that after the prolonged dull season that there will be a reaction which will advance pig iron to its normal price.

Some of the large Southern furnaces have withdrawn from the market on certain grades of foundry iron, the demand being equal to or more than the output.

We quote for cash f. o. b. St. Louis:

Southern coke No. 1.....	——	@	$10 75
Southern coke No. 2.....	——	@	10 25
Southern coke No. 3.....	——	@	10 00
Southern gray forge.....	——	@	9 75
Southern charcoal No. 1.....	——	@	15 00
Ohio softeners.....	——	@	16 00
Lake Superior car-wheel.....	——	@	15 25
Southern car-wheel.....	——	@	15 75
Genuine Connellsville coke....	——	@	5 00
West Virginia coke.....	——	@	4 50

Chicago, Ill., September 12.

But for the lack of business, the tightness of money, and the slow collections, there would be a veritable boom in iron at this time. Stocks in the hands of consumers are small, and the natural buying season is here. For several weeks some of the Southern furnace companies have been refusing to sell at the low prices prevailing, thus for the time being practically out of the market. Within a few days the largest Southern producer has withdrawn all but their low grades, i. e., forge and No. 3 foundry, from the market, the reason being the recent large sales, speculative and otherwise, giving them practically all they can do for the balance of the year. Many buyers who until now have held off, are anxious to buy at prices recently prevailing, but the furnace companies, who still have iron to sell (and the quantity for this year's delivery is limited), are demanding higher prices. The sales for the past week have been fair, a 1000-ton lot being the largest recorded.

In the absence of more definite information, 50 cents a ton from what they have been for the past few weeks.

We quote for cash f. o. b. Chicago as follows:

Lake Superior coke No. 1 fdy..	——	@	$11 50
Lake Superior coke No. 2 fdy..	——	@	11 00
Lake Sup. charcoal, Nos. 1 to 6.	13 50	@	14 50
Ohio Scotch No. 1.....	14 00	@	15 00
Jackson Co., O., silvery No. 1.	14 50	@	15 50
Alabama silvery No. 1.....	——	@	11 85
Southern coke No. 1 foundry..	——	@	11 50
Southern coke No. 2.....	——	@	11 00
Southern coke No. 3.....	——	@	10 50
Southern coke No. 1 S.....	——	@	11 00
Southern coke No. 2 S.....	——	@	10 75
Mannie	11 75	@	12 50

New York, N. Y., September 12.

The tendency of the pig-iron market to do the opposite of what is expected of it is proverbial. The events of the past two weeks afford a new illustration. The pig-iron market, from one point of view, certainly ought to remain dull, for consumption is greatly restricted, collections are poor, and uncertainty exists as to the political outcome. But these considerations have had no weight in the market. The very large transactions in Alabama irons, mentioned in our last report, have been continued, from 25,000 to 30,000 tons being added to the 70,000 tons of tons beinghadsa

sales then referred to, the T. C. I. R. R. Co., which has been the principal seller, having engaged nearly its full product to the end of the year on foundry grades, and for the time withdraws from the market. Woodward Iron Co. has also withdrawn.

While some of the largest transactions have been for investment account, a long line of liberal orders has been placed by consumers. The motive for buying is, in nearly all cases, the abnormal cheapness in iron, and the certainty that it must advance, whatever the political outcome. Whether the active buying movement will extend to other grades and mark the long-looked-for turn in the market, no one cares to predict. Much will depend upon continuance or easing up of stringency in money.

The hopefully inclined see great promise in the strong return tide of gold that has set in from Europe. This is based upon natural and not artificial conditions, and it is expected to continue for some time yet, easing our financial troubles and creating much-needed confidence.

We quote for cash f. o. b. docks or cars New York:

No. 1 X standard Southern....	——	@	$11 25
No. 1 X choice Virginia, such as Shenandoah.....	——	@	12 00
No. 2 X Alabama or Virginia..	——	@	10 75
No. 1 soft Ala. or Virginia....	——	@	10 75
No. 1 X lake ore coke iron.....	——	@	14 00
No. 2 X lake ore coke iron.....	——	@	13 50
Lake Superior charcoal.....	15 85	@	16 35

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read the advertising pages of the Manufacturers' Record carefully because they are always sure to find something of value; it may be a special sale, or an opportunity for investment, or some new machinery, or some one looking for a location for a factory, or a thousand and one things advertised that may concern you. Every man ought to *study* newspapers, not simply glance over them, but examine in detail the Manufacturers' Record, for instance, and he will be sure to find something that can be made profitable in his business. In its news columns and in its advertising pages he will find matter that may prove invaluable in his business operations.

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The *Southern States* magazine is read by thousands of farmers, fruit-growers, stock-raisers and business men in all the North, West and Northwest, who are looking to the South as a future home and are trying to inform themselves as to the relative advantages of different parts of the South. If you have farm, garden or orchard property for sale the *Southern States* will put you into communication with buyers. Send for sample copy and rates. Manufacturers' Record Publishing Co., Baltimore, Md.; Wm. H. Edmonds, editor and manager.

Hard to Beat.

During the months of March, April, May and June, 1896, the four vestibuled limited trains of the Chesapeake & Ohio Railway between Washington and Cincinnati made a remarkable record. Each train covered 599 miles 122 times, a grand total of 292,312 miles, or nearly eleven and three-quarter times the earth's circumference, and yet the four trains were on time 463 times out of a possible 488, an average of 95 per cent. Considering the number of trains, the period covered, the distance run and the mountainous nature of the country traversed, these figures speak volumes for the physical condition and management of the road, and account for its popularity with travelers between the East and West.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

No advertisements but those of a financial character will be accepted for this page.

New Corporations.

It is reported that C. F. Miles, president of the Continental Bank of Memphis, Tenn., will open a banking-house at New Albany, Miss.

New Securities.

The town of Franklin, La., will receive bids until October 1 on $25,000 worth of 6 per cent. water-works bonds. The mayor may be addressed for further particulars.

Dividends and Interest.

The Clark County Building, Loan & Improvement Co., of Athens, Ga., has declared an annual dividend of 10 per cent.

Financial Notes.

The Rocky Mount (Va.) Bank has been reorganized under the title of the Exchange Banking Co. I. T. Fishburne, of Roanoke, has been elected president; J. J. Montgomery, of Rocky Mount, vice-president, and J. J. Scott, cashier.

B. P. Campbell has been elected president of the First National Bank of Nicholasville, Ky.; S. Thomas Brown, president of the Farmers' and National Bank of Georgetown, D. C., and M. R. Adler, vice-president of the same bank. J. W. Willis has been elected president of the First National Bank of Greenville, Tenn.

The Knickerbocker Trust Co., of Philadelphia, has revived the idea of securing a readjustment of what is claimed to be the West Virginia State debt. As readers of the Manufacturers' Record are aware, holders of Virginia securities claim that a certain sum is due from West Virginia, on the ground that that State, when a portion of Virginia, obligated itself to pay a certain part of the public debt. This claim, however, is disputed by the State of West Virginia, and thus far no satisfactory adjustment of the matter has been reached. The Trust Company at Philadelphia has consented to act as a depository for certificates, and it is proposed to form a committee representing creditors to treat with the West Virginia authorities.

TRADE NOTES.

Notice is given that the firm of Raymond, Stearnes & Gray, of New Orleans, La., has been dissolved. Messrs. Stearnes and Gray will continue the telephone-installation business, which has won a wide reputation for this concern.

The Emerson Co., of Baltimore, has been awarded contract for a kiln 20x100 feet for the Hagerstown Table Works, Hagerstown, Md. This company manufactures the automatic compression driers which are attracting such general attention in lumber circles.

An Eastern manufacturing concern which does a large business in sugar machinery in Central and South America, Mexico and the smaller Indies, has just closed an important agreement. Under the contract which has been signed, this concern agrees to use exclusively in all plants erected the well-known furnace perfected and built by Lewis Metesser, New Orleans, La. The contract extends over a term of years, and is a strong recognition of the merits of the Metesser furnace.

The Southern Railway Co.'s extensive new shops at Salisbury, N. C., Atlanta, Ga., and Knoxville, Tenn., have been furnished with the dry-closet system of the Peck-Hammond Co., of Cincinnati, Ohio. These closets have also been used in the Nashville, Chattanooga & St. Louis Railway Co.'s large shops at Nashville, Tenn., for the past five years and have given complete satisfaction.

The improvements being made at the works of the McCool Tube Co., Beaver Falls, Pa., and referred to last week, include an interesting water-wheel installation. A pair of 33-inch iron-cased McCormick turbines, manufactured by the S. Morgan Smith Co., York, Pa., are being put in. These wheels will be direct connected to an electric generator, which will furnish the power for driving the new works of the McCool Company. In connection with the water-wheels a heavy fly-wheel and a combination electric and mechanical governor, which will regulate the speed of the turbines, are being furnished by the Smith Company.

Contract was recently closed by Raymond, Stearnes & Gray to install a 350 telephone exchange complete at Jackson, Miss., for the People's Telephone Co. There have been delivered so far 150 'phones for this installation. This firm is sole agent for the American Hunnings Telephone Co. It is negotiating for a number of other contracts of importance, and the success of the Hunning system is rapidly increasing the patronage of this firm.

W. A. Kreider, manager of the Chicago office of the Ball Engine Co., Erie, Pa., 1526 Monadnock Block, has closed orders within the past week for one 100 horse-power and one sixty horse-power engine to go to Geneva, Ill.; one 100 and one fifty horse-power engine to go to Wauwatosa. J. H. Parshall, Detroit representative of the same company, during the past three weeks secured orders for one 100 horse-power engine for the Toledo Glass Co., Toledo, Ohio; two fifty horse-power engines, direct connected to Walker dynamos, for W. H. Millikin for new hotel building, Bowling Green, Ohio; two seventy horse-power engines, direct connected to General Electric generators, for Hammond Building, Detroit, Mich.

E. D. Smith & Co. are driving a two-mile tunnel for the Metropolitan Water Works, of Boston. The tunnel is 11½x13½ feet, with four shafts and a portal. No. 1 shaft is forty feet; No. 2 shaft is 118 feet; No. 3 shaft is 111 feet; No. 4 shaft is fifty-eight feet deep. They are doing the entire work, drilling, pumping and hoisting, with compressed air. The air is furnished from a plant placed between the portal and shaft No. 4. Air is carried about half the distance through an eight-inch pipe, then reduced to six-inch, and afterwards to four-inch. The air is furnished by two duplex Corliss engine air compressors; steam and air cylinders twenty inches in diameter by 36-inch stroke, built by the Rand Drill Co., who also furnished twenty-four slugger drills for the work. E. D. Smith & Co. have spared no expense to fit this tunnel up in a first-class manner for doing economical and fast work. The results are proving their wisdom in this line. They also have their Niagara Falls work, where they are sinking a wheel pit 280 feet long, 185 feet deep, twenty feet wide, for the Niagara Falls Power Co., well under way. The drilling, channelling and pumping is done with compressed air furnished by Rand Drill Co. duplex Corliss engine air compressor, 20-inch diameter by 30-inch stroke.

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PROPOSALS.

UNITED STATES ENGINEER OFFICE, 9 Pleasant Street, Baltimore, Md, August 22, 1896.—Proposals for dredging ship channel leading to harbor at Baltimore will be received until noon October 1, 1896, and then opened. For information apply to PETER C. HAINS, Col., Engineers.

UNITED STATES ENGINEER OFFICE, 106 Granby Street, Norfolk, Va., August 13, 1896.—Sealed proposals for dredging harbor at Norfolk and its approaches, Va., will be received here until 12 o'clock, September 28, 1896, and then publicly opened. Information furnished on application. THOS. L. CASEY, Capt. Engineers.

OFFICE SUPERVISING ARCHITECT, Treasury Department, Washington, D. C., September 15, 1896.—Sealed proposals will be received at this office until 2 o'clock P. M. on the 6th day of October, 1896, and opened immediately thereafter, for all the labor and materials required for the erection and completion of an extension to the old U. S. Postoffice building at Buffalo, N. Y., in accordance with the drawing and specification, copies of which may be had at this office or the office of the Custodian at Buffalo, N.Y. Each bid must be accompanied by a certified check for a sum not less than two per cent. of the amount of the proposal. The right is reserved to reject any or all bids and to waive any defect or informality in any bid should it be deemed in the interest of the Government to do so. All proposals received after the time stated for opening will be returned to the bidders. Proposals must be enclosed in envelopes, sealed and marked, "Proposal for the Erection and Completion of an extension to the old U. S. Postoffice building at Buffalo, N. Y.," and addressed to WM. MARTIN AIKEN, Supervising Architect.

TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., September 2, 1896.—Sealed proposals will be received at this office until 2 o'clock P. M. on the 29th day of September, 1896, and opened immediately thereafter, for all the labor and materials required for the plumbing and gas piping for the U. S. Courthouse, Postoffice, etc., at Omaha, Neb., in accordance with the drawings and specification, copies of which may be had at this office or at the office of the Superintendent at Omaha, Neb. Each bid must be accompanied by a certified check for a sum not less than 2 per cent of the amount of the proposal. The right is reserved to reject any or all bids and to waive any defect or informality in any bid should it be deemed in the interest of the Government to do so. All proposals received after the time stated will be returned to the bidders. Proposals must be enclosed in envelopes, sealed and marked, "Proposal for Plumbing and Gas Piping for the U. S. Courthouse, Postoffice, etc., at Omaha, Neb.," and addressed to WM MARTIN AIKEN, Supervising Architect.

TREASURY DEPARTMENT, Office Supervising Architect, Washington, D.C., September 2, 1896.—Sealed proposals will be received at this office until 2 o'clock P. M. on the 30th day of September, 1896, and opened immediately thereafter, for all the labor and materials required for the approaches to the U. S. Courthouse, Postoffice and Custom-House building at Sioux City, Iowa, in accordance with the drawings and specification, copies of which may be had at this office or the office of the Superintendent at Sioux City, Iowa. Each bid must be accompanied by a certified check for a sum not less than 2 per cent. of the amount of the proposal. The right is reserved to reject any or all bids and to waive any defect or informality in any bid, should it be deemed in the interest of the Government to do so. All proposals received after the time stated for opening will be returned to the bidders. Proposals must be enclosed in envelopes, sealed and marked, "Proposal for the Approaches to the U. S. Courthouse, Postoffice and Custom House building at Sioux City, Iowa," and addressed to WM. MARTIN AIKEN, Supervising Architect.

TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., September 2, 1896.—Sealed proposals will be received at this office until 2 o'clock P. M. on the 25th day of September, 1896, and opened immediately thereafter, for all the labor and materials required to put in place complete the steel and iron work of roof, etc., of the U. S. Postoffice and Courthouse, Kansas City, Mo., in accordance with the drawings and specification, copies of which may be had at this office or at the office of the Superintendent at Kansas City, Mo. Each bid must be accompanied by a certified check for a sum not less than 2 per cent. of the amount of the proposal. The right is reserved to reject any and all bids and to waive any defect or informality in any bid should it be deemed in the interest of the Government to do so. All bids received after the time stated will be returned to the bidders. Proposals must be enclosed in envelopes, sealed and marked, "Proposal for the Steel and Iron Framing of the Roof, &c., of the U. S. Postoffice and Courthouse, Kansas City, Mo.," and addressed to WM MARTIN AIKEN, Supervising Architect.

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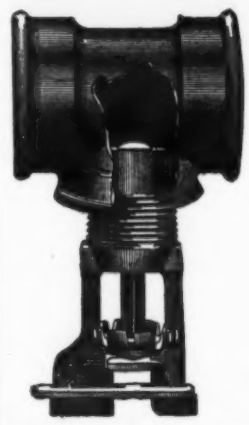
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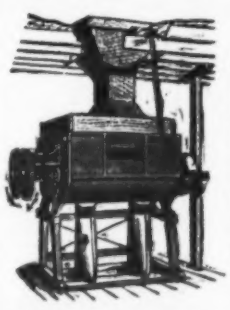
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MESSRS. W. W. DUSON & BRO.,
Crowley, La.

"It may be both interesting and useful to you to know that the advertisement we ordered inserted in the SOUTHERN STATES as an experiment, with some doubt as to its possible profitableness, has proved one of the most successful and satisfactory experiments we have ever made. Although the advertisement has been in only two issues, we have been amazed at both the number of letters it has brought us and the wide range of country they come from. We have received letters mentioning our advertisement in the SOUTHERN STATES from, we might say, nearly every State in the Union. We consider the cost of the advertisement insignificant in comparison with the benefit it has been to us."

MR. H. W. WILKES,
Louisville, Ky.

"The results of my advertising with you are very gratifying. Scarcely a mail comes without inquiries or orders, in which the SOUTHERN STATES is mentioned. I enclose another advertisement and remittance for same."

MESSRS. PANNILL BROS.,
Norfolk, Va.

"We have within the past two years made quite an outlay in advertising, and we can truthfully say that the SOUTHERN STATES exceeds by far anything we have ever tried. In fact, so far as we can learn, it is the only medium that has ever brought us any returns. We have now under advisement several matters brought about through answers to our advertisement in your paper, any one of which will pay us many times over the cost of the advertisement."

MR. J. WALTER HOSIER,
Suffolk, Va.

"I have never had so many correspondents from any one advertisement in all my life. It is remarkable what good you are doing."

From an editorial in the Florence (Ala.) Herald:

"We are informed by Mr. Thurston H. Allen, of the Van Buskirk-McCafferty Company, that his company inserted a small advertisement in this magazine [SOUTHERN STATES] for the months of September and October and had over 500 inquiries from farmers in the North and Northwest."

The SOUTHERN STATES Magazine is devoted to the Immigration, Real Estate and Agricultural Interests of the South.

For Advertising Rates address
SOUTHERN STATES MAGAZINE,
Baltimore, Md.

FOR SALE.

Works of the Phosphate Mining Co., Limited

Under order of the
United States Circuit Court for the District of South Carolina.

The valuable piece of property, being the works of the Phosphate Mining Co., Limited, generally called Brotherhood's, situated about 1½ miles from Port Royal, S. C. Consisting of about 24 acres, more or less. Having a river frontage on Battery Creek of 971 feet, with fine wharves, etc. Convenient for loading ocean steamers (have from this point carried down steamers loaded to 21 ft. 6 in.) The Port Royal & Augusta Railroad passes through the property and has suitable switch conveniently located.

On property is fine large open shed some 240 feet by 70 feet, brick piers, with three railroad tracks overhead. Other desirable warehouse buildings, with overhead railroad trestles from wharves, boiler-house, etc. Desirable dwelling-houses and outhouses. Fine artesian well and large brick cisterns.

A most desirable site for Cotton Mill, Manufacturing, Warehouse purposes, Ocean Shipments.

For particulars apply to

F. BROTHERHOOD, Receiver,

53 Hayne Street, CHARLESTON, S. C.

To Dredging Contractors.

For sale under order of United States Circuit Court for South Carolina.

The powerful elevator dredge John Kennedy, recently in use dredging South Carolina river phosphate rock.

Can be readily converted for ordinary dredging purposes, working in from 10 feet to 42 feet of water.

Especially constructed for dredging very hard material. Can be seen at Phosphate Mining Co., Limited, works near Port Royal, S. C.

For particulars, etc., apply to

F. BROTHERHOOD, Receiver,

53 Hayne Street, CHARLESTON, S. C.

FOR SALE.

Under order of the
United States Circuit Court for the District of South Carolina.

A number of 120-ton LIGHTERS, very strongly built and in good condition.

One 60 horse-power Return Tubular Boiler, complete, with independent fronts, smoke stack and fittings.

One Heald & Sisco Centrifugal Pump, 10-inch discharge, with vertical engine driving direct. (Rice planters' attention called to above.)

A number of Williamson Friction Hoisting Engines.

One Steam Crane to lift three ton; radius of jib 15 feet.

One Steam Travelling Crane to lift ten ton; radius of jib variable up to 20 foot; gauge of track 6 feet; complete, with boiler and water tank.

One Blake Steam Pump, 10x12x12; suction 6 inch, discharge 4 inch.

One Blake Steam Pump, 4½x5½x8; suction 1½ inch, discharge 1 inch.

Two Blake Plunger Feed Pumps, 5½x3¼x7; suction 2 inch, discharge 1½ inch.

A Small Air Compressor.

Steam Cylinder 3½ in. dia., 6 in. stroke.

Air Cylinder 3½ in. dia., 6 in. stroke.

Also a Rivitted Steel Receiver, for above, 30 in. dia. by 4 ft. Has been used in connection with Lucigen Light, but as good as new.

One Phosphate Rock Tub Washer, complete, with shafting, gears, etc., and duplicates.

Complete Blacksmith Shop Outfit.

Two Steel Cylinder Washers for phosphate rock, complete, with rollers and gearing.

Two pair of powerful Crusher Rolls for phosphate rock, complete, with pulleys and gearing.

Two Direct Acting Steam Elevators, with carriage, etc.; steam cylinder 15 inch by 17 feet 9 inch lift, and steam cylinder 20 inch by 16 feet 9 inch lift.

Pile Driver Frame, 1800-pound hammer and fixings.

Punching Machinery, one H. C. Pond Co.'s make, one Watson & Stillman, No. 5.

Artesian Well Tools, Platform Scales from 200 pounds to 16,000 pounds.

Eight good Rock Field Cars, 3 foot gauge; two Dumping Frames for ditto.

Dry Shed Side Dumping Cars, 3-foot gauge, Shafting, Pulleys, etc.

Assorted Piping and Fittings, etc.

Steam and Water Hose and valuable Tools, Materials, etc., etc.

For particulars apply to

F. BROTHERHOOD, Receiver,

53 Hayne Street, CHARLESTON, S. C.

Bargains in Machinery

FOR IMMEDIATE DELIVERY

1881 PENNSYLVANIA MACHINE INCORPORATED PHILADA. PENNA. MACHINERY PROGRESS

High-Grade Machine TOOLS.

Engines, Boilers and Wood-Working MACHINERY.

31 N. SEVENTH STREET,
PHILADELPHIA, PA., U. S. A.
AT YOUR SERVICE, GENTLEMEN!

SECOND-HAND MACHINERY.

One Iron Planer, 60x60 in.x22 ft.
One Iron Planer, 50x50 in.x10 ft.
One Iron Planer, 24x24 in.x5 ft.
One Iron Planer, 5 ft. 26x24 in., New Haven, and various other sizes.
One Engine Lathe, 29 in.x15 ft., Fitchburgh.
One Engine Lathe, 53 in.x18 ft, L. W. Pond.
One Engine Lathe, 15 in.x6 ft., D. W. Pond.
One Putnam Lathe, 14 ft. x 30 in. swing.
One 18 ft. Pit Lathe.
and various other sizes.
One 28-in. B. G. Self-feed New Haven Drill.
One 36-in. Back Geared Drill.
One 2000-lb. Ferris & Miles Steam Hammer.
One 700-lb. Eureka Steam Hammer.
One 60-lb. Bradley Helve Hammer.
One 50-lb. Dienelt Spring Hammer.
One 350-lb. Steam Hammer.

NEW YORK MACHINERY DEPOT, 178 Bdwy., N. Y.

MACHINERY BARGAINS

Before Removal from the Works of Phoenix Iron Works, Trenton, N. J.

Engine Lathes	Planers.
15 in. x 6 ft.	24 in. x 5 ft.
18 in. x 8 ft.	36 in. x 12 ft., 2 heads.
22 in. x 12 ft.	36 in. x 14 ft.
24 in. x 12 ft.	60 in. x 10 ft., 2 x rails.
26 in. x 20 ft.	12 in. stroke Shaper.
29 in. x 13 ft.	19, 36 and 50 in. Drills.
29 in. x 12 ft.	19 in. stroke Slot. Mch., Bement
37 in. x 30½ ft.	2 in. Bolt Cutter.
50 in. x 20 ft.	80-lb. Bradley Hammer.
72 in. x 20 ft.	1000-lb. Steam " F. & M.
Boiler Rolls, 6 ft.	Punch and Shear, double.

10-ton Boom Derrick, with guy ropes, 10—16 ft. Vertical Boring and Turning Mill, Gear Cutter, Blower, Vises, Anvil, Cranes, &c.
Write for prices and Description.

GEORGE PLACE MACHINE CO.
145 B'dway and 86 Liberty St., NEW YORK

LOOMS

FOR SALE.

51 Crompton single box, 40½ inch reed space, and 9 English Clipper, 40 inch reed space, Looms for sale. For particulars apply to

THE BERKSHIRE MFG. CO., Ltd.
Church Street, FRANKFORD, PA.

Saw Mill

FOR SALE

TO CLOSE AN ESTATE.

Almost new, Engine, Boiler, Band Mill, two Gangs, Lath and Picket Mill, Trucks, etc.
Also 6000 feet T Rails.
Sold at a bargain on very easy terms.
Address

WOOLVERTON & TINSMAN,
WILLIAMSPORT, PA.

Dynamos and Motors

100 (SECOND-HAND) FOR SALE.
WRITE FOR LIST.

Repairing. Factory open day and night.

Chesley Electric Co., - Hoboken, N. J.
Havemeyer Bldg., New York City.

FOR SALE CHEAP.

Incandescent DYNAMOS.

1 50-light Edison, 1 50-light Kester, 1 60-light United States, 1 75-light Mather, 1 90-light Mather, 1 110-light Westinghouse, 2 125-light United States, 3 150-light Mather, 1 165-light Royal, 1 180-light Westinghouse, 1 225-light Mather, 1 250-light United States, 1 325-light Jenny, 3 360-light United States, 1 425-light Westinghouse, 1 450-light Edison, 1 500-light Thomson-Houston, 1 500-light Western Electric, 1 540-light Edison, 1 800-light Thomson-Houston, 2 1000-light Standard Multipolar. For complete list see our monthly BARGAIN SHEET, mailed on application; also Arc Dynamos, Motors, Power Generators, etc.

CHAS. E. GREGORY CO.,
47-49 S. Jefferson St., - CHICAGO

LATHES

FOR

Immediate Delivery.

20 in.	swing,	with	6, 10 and 12 ft.	bed.			
22 "	"	"	8, 10	"	14	"	"
26 "	"	"	16, 20	"	26	"	"
30 "	"	"	14, 18	"	24	"	"
40 "	"	"	16, 22	"	27	"	"
50 "	"	"	18 and 28		"	"	

2d-hand 50x25 lathe with taper attachment. One of each.

Send for cuts and prices.

We have in stock constantly, all parts of lathes from 17 to 64 inch swing, except beds, so that we are prepared to furnish at short notice anything desired.

FIFIELD TOOL CO.,
Lowell, Mass.

NEW HARRIS-CORLISS ENGINES

FOR SALE.

1—14x36	Cylinder Engine	Left-hand
1—14x42	Cylinder Engine.	
1—16x36	Cylinder Engine	Left-hand
1—16x42	Cylinder Engine	Left-hand
1—16x42	Cylinder Engine	Right-hand
1—20x42	Cylinder Engine	Left-hand
1—20x48	Cylinder Engine	Left-hand
1—22x48	Cylinder Engine.	
1—24x48	Cylinder Engine.	
1—26x60	Cylinder Engine.	

ASSIGNEES:

Wm. A. Harris Steam Engine Co.
PROVIDENCE, R. I.

MACHINERY FOR SALE.

Engines, Boilers, Pumps, Belting, Shafting, Pulleys and Hangers, Hand Punches and Shears, Emery-wheels, Blowers and Exhaust Fans, Steam Radiators, Portable Forges, Anvils and Vises, Steam Pipe (all sizes), Iron Tanks and Kettles, Drill Presses (hand and power), Engine Lathes (foot or power), Wood Lathes, Boring Machines. We want to buy machinery of all kinds.
ENTERPRISE MACHINE WORKS,
412 West Liberty Street, Cincinnati, Ohio.

FOR SALE.

30 inch, 37 inch and 11 foot
SQUARING SHEARS, LEVER SHEARS and SHEET IRON FORMING ROLLS.
All in excellent condition.

BERTSCH & CO.
CAMBRIDGE CITY, IND.

FOR SALE.

Punches and Shears.

One 41-in. Geared Shear, with engine, and one 8x12 Erie Engine, second-hand. Also a number of Punch and Shearing Machines, Small Rolls, etc. Write for prices. Address
WAIS & ROOS PUNCH AND SHEAR CO.
Cincinnati, Ohio.

ROBT. S. ARMSTRONG & BRO.
Dealers in all kinds of

Old Iron and Metals.

also SECOND-HAND MACHINERY.
Atlanta, Ga.



Machinery

FOR SALE
CHEAP FOR CASH.

HOISTING Engines, Air Compressors, Rock Drills, Rock Crushers, Dump Cars, Channeling Machines, Steam Pumps, Steam Shovels, Light Locomotives, etc., all in good condition.

WILLIS SHAW,
506 N. Y. Life Building, CHICAGO.

FOR SALE.

One pair New Stern Wheel Marine Poppett Valve Engines.

Diameter of cylinders 8 in.x42 in. stroke, with link motion. Steel crank shaft 4 in. diameter, 14 feet, C to C. Crank pins, wrought cranks and three wheel centres, 42 in. diameter, for thirteen wooden arms. Substantially built. Drawings sent on application.

J. S. SCHOFIELD'S SONS & CO.
MACON, GA.

CORLISS

And other Automatic Engines, also Automatic High speed Electric light Engines, Slide-valve Engines, Boilers, Pumps. Send for catalogue.

GEO. M. CLAPP, 74 Cortlandt St., New York.

BARGAINS IN NEW AND SECOND-HAND MACHINERY

Large stock of Corliss, Automatic and Slide Valve Engines up to 1000 horse-power. Also large stock of Boilers, Pumps, Feed Water Heaters, Shapers, Drill Presses, Milling Machines and Steam Hammers, Air Compressors and Wood-working Machinery. Also large stock of Electric Dynamos up to 600 light, and Motors of all sizes. Machinery bought, exchanged or sold on commission. Let me know your wants. FRANK TOOMEY, 131 N. Third St., Philadelphia, Pa. Warehouses, 159 Canal and 980 Beach streets.

ROLLING MILL

With Blooming, Billet and Rail Mills.

STEEL WORKS with Bessemer and Open Hearth Furnaces

FOR SALE.

THOS. CARLIN'S SONS,
190 Lacock St., Alleghany, Pa.

FOR SALE.

Second-hand Trevor Handle Lathe.
Second-hand Walker Panel Raiser.
Second-hand 20-in Pony Planer
Second-hand Fay Self-feed Rip Saw.
All in first-class order—cheap.

FORCE & BRIGGS,
508 and 510 Liberty St., PITTSBURG, PA.

HILL, CLARKE & CO.

Boston and Chicago.

Machinery for Machine Shops.

Send for catalogue of

Second-Hand Machinery.

156 OLIVER ST., BOSTON.
14 S. CANAL ST., CHICAGO.

If You Want to Buy

TOOLS,
MACHINERY,
MILL SUPPLIES,

Anything used by a manufacturer, builder, miner or contractor,
Notify the MANUFACTURERS' RECORD, Baltimore, Md., and your wants will be placed before hundreds of manufacturers who will send you their catalogues and prices. It costs you nothing.

FOR SALE.

About 300 tons of good relaying 40-lb. Steel Rails, with splices, at Kingsmountain, Ky. Address

JOS. JOSEPH & BROS.,
CINCINNATI, OHIO.

WM MINNIGERODE, Lynchburg, Va.

Rails, Fastenings,
Locomotives, Cars,
Engines, Boilers,
Pumps, Piping, etc.

NEW AND SECOND-HAND. Write for prices.

FOR SALE.

Light and Heavy RELAYERS.

DALLETT & CO.
201 Walnut Place, PHILADELPHIA.

Buyers of Scrap Iron and Steel. Sales agents for Pioneer Mining & Mfg. Co., of Alabama, Bar Iron. High grade North Carolina Ores.

NEW and RELAYING TEE RAILS

FOR SALE.

About 135 tons new 35-lb. Steel Tee Rails, N. Y. delivery. About 250 tons new 40-lb. Steel Tee Rails and Angle Joints, Pittsburgh delivery. About two miles relaying 20-lb. Steel Tee Rails, Northern N. Y. delivery. About 35 tons of relaying 25-lb. Steel Tee Rails, South Carolina delivery.

THE STEEL RAIL SUPPLY CO.
100 Broadway, NEW YORK, N. Y.

XUM

SECOND-HAND RAILS.

If you have any old rails—either in good condition to relay, or if only fit to be used as scrap—advise us; we buy both kinds.

ROBINSON & ORR,
419 Wood Street, PITTSBURG, PA.

RELAYING RAILS.

For Sale Cheap.

3 86-in. Gauge Locomotives.
48 86-in. " Freight Cars.
3 86-in. " Passenger Coaches.

DAVIS, KELLY & CO., Louisville, Ky

FOR SALE.

Relaying Steel T Rails of all weights and in lots to suit, also Logging Locomotives and Logging Cars of all types and gauges. Before purchasing, write us for Catalogue of Railway Equipments, also for quotations on rails. We buy complete logging railroads when through logging.

M. MITSHKUN & CO.
806 Chamber of Commerce, Detroit, Mich.

Relaying Rails.

2000 tons 56-lb. Steel Relaying T Rails with Splices, convenient for delivery Viginia, West Virginia, the Carolinas and all Southeastern coast points.

1400 tons 56-lb. Steel Relaying T Rails with Splices, been used but two years, convenient for delivery Alabama, Georgia, Louisiana and interior Southern Points. All above in first-class condition. Forty miles 25-lb. Steel Relaying Rails with angle plates, for Southern points.

ISAAC JOSEPH IRON CO.,
CINCINNATI, OHIO.

FOR SALE.

RAILS and ROLLING STOCK

2000 tons 30, 56 and 60-lb. Steel Relaying T Rails.
10 BOX, 10 FLAT, 10 COAL } Coal Cars 40,000 pounds capacity; Standard Guage; good condition.
Also lot Narrow Guage Engines and Cars.
Call on or write

BLOCK-POLLAK IRON CO.
CINCINNATI, OHIO, or CHICAGO, ILL.

We are always in the market to buy Relaying Rails and Scrap Iron of all kinds for cash.

LOCOMOTIVES

We have on hand at our shops a large lot of good Locomotives all styles and sizes, thoroughly overhauled and in first-class condition ready for service. Will sell at wonderfully low prices. Also Boilers, Engines, Pumps, etc.

Address POULTERER & CO.
Bullitt Building, - PHILADELPHIA, PA.

STEEL RAILS

And Track Material complete for **Logging and Mining Roads** and **Industrial Enterprises** on the

Instalment Plan. Payment, cash margin 25 per cent.
Balance Monthly for 24, 36 or 60 Months.

ALSO

LOCOMOTIVES AND CARS On Same Terms.

THE **Second-Hand RAILS Purchased.**

STEEL RAIL SUPPLY CO.
HUMPHREYS & SAYCE, Mgrs., 100 Broadway
We have no Agents. NEW YORK.

Relaying Rails.

Second-hand equipment and light new Steel Rails.
L. K. HIRSCH, 549 Rookery Bldg., Chicago.

RAILS and EQUIPMENT.

600 tons 45-lb. STEEL T RELAYING RAILS, with angle bars.
One Baldwin 16x24 MOGUL LOCOMOTIVE.
One Baldwin 14x22 4-WHEEL "
One 50-ft. and one 45-ft. PASSENGER COACH,
Atlanta inspection. For sale by

SOUTHERN IRON & EQUIPMENT CO., Atlanta, Ga.

Relaying RAILS.—We offer for sale:

50 tons 35-lb relaying Steel Rails and plates.
350 tons 30 lb. relaying Steel Rails and plates.
125 tons 25 lb. relaying Steel Rails and plates.
60 tons 25-lb. relaying Iron Rails and plates
160 tons 20-lb. relaying Steel Rails and plates.
50 tons 16-lb. relaying Iron Rails and plates.
15 tons 12-lb. relaying Iron Rails and plates.
Seven Narrow Gauge Locomotives; one Standard Gauge Mine Locomotive, weighing about six tons; one Standard Gauge Locomotive, weighing about thirty tons; ten Standard Gauge Box Cars; ten Standard Gauge Flat Cars.
Write us for prices and terms.

SMITH & KILBY CO., Anniston, Ala.

RAILS.

300 Tons 25-lb. Steel Relaying Rails in Michigan.
150 Tons 56s, New York.
500 Tons 65s, Buffalo.
300 Tons 60s, Buffalo.

R. L. GINSBURG & SONS,
Detroit, Mich., - Buffalo, N. Y.

RAILROAD EQUIPMENT for Sale

Relaying Rail and Splices,
Locomotives, Coaches and Freight Cars.

HICKMAN, WILLIAMS & CO.
LOUISVILLE, KY.

Railroad Equipment Headquarters.

J. H. TAYLOR & CO.
801 Wainwright Building, ST. LOUIS, MO.

We have on hand for sale, New and Second-hand Locomotives, Passenger Coaches, Furniture, Stock, Box and Flat Cars, both Standard and Narrow Gauge, at very low figures. Send your requirements and we will quote price.

GEO. C. BALL & CO., ATLANTA, GA. BIRMINGHAM, ALA.

Iron and Steel.

FOR SALE.—A fine 36-in. guage LOCOMOTIVE in South cheap. Lots of all kinds Relay Rails, Scrap Iron and Steel.

LOCOMOTIVES
FOR SALE AND TO RENT.

One new ten-wheel freight engine, six-wheel connected, built by Cooke Locomotive Works, weight 52 tons.
To rent—Two Baldwin passenger engines. All standard gauge and in first-class condition.
Address
CHATTANOOGA SOUTHERN R. R. CO.
Chattanooga, Tenn.

FOR SALE.

EIGHT MILES 30-lb. STEEL RAILS, as good as new.

One Standard Narrow Gauge Locomotive.
" " " " Passenger Coach.
" " " " Combination Coach
Two " " " Box Cars.
" " " " Flat Cars.

SABEL BROS., JACKSONVILLE, FLA.

FOR SALE.

35 TON LOCOMOTIVE.
25 TON LOCOMOTIVE.

Also one small NARROW GAUGE LOCOMOTIVE, in good condition, for re-use. For particulars address
JOS. JOSEPH & BROS., CINCINNATI, O.

LOGGING CARS, LIVE ROLLS, DRY KILNS, IRON KILN TRUCKS And SECOND-HAND LOCOMOTIVES

UNION IRON WORKS CO., Selma, Ala.

Either for Cash **SPECIAL SALE** Or on Easy Terms.

Excellent Lot of

HEAVY PASSENGER and FREIGHT LOCOMOTIVES

and First-Class

PASSENGER, COMBINATION and FREIGHT CARS

Selected by our own experts from amongst some of the finest lots of Second-hand Equipment that have ever been offered by any of the Leading Trunk Lines of this country.
The larger part of the **Passenger Cars are Equipped with Four and Six-Wheeled Trucks, Westinghouse Air Brakes, Janney and Miller Couplers, Plush Seats, Spear Heaters, Bronze Trimmings** and all modern Improvements. For Specifications, Photographs, Prices and Terms address

NEW YORK EQUIPMENT CO., 80 Broadway, N. Y.

"THE WELLS LIGHT"

WALLWORK & WELLS' PATENTS.

800 to 2,000 Candle Power from Kerosene Oil.

PORTABLE. SELF-CONTAINED. AUTOMATIC.
UNAFFECTED BY WEATHER.



New York, April 30, 1896.

The Wells Light Mfg. Co.,
44 Washington St., N. Y. City.

Gentlemen:—In rep'y to yours of the 28th inst., we take pleasure in saying that we used the Wells Light on the Third avenue and Broadway cable construction, and found them in every way satisfactory.

We can cheerfully recommend them to contractors.

They have at all times given us satisfaction, and enabled us to perform work which would not have been possible without their use.

Very truly yours,
J. D. & T. E. CRIMMINS.

ESPECIALLY adapted for Contractors, Quarries, Shovels, Railroad Construction, Dredges, Bridge and Dock Builders, Water Works, Brick Yards and Coal Docks.

400 Railroads and over 300 Contractors now Use the

WELLS LIGHT.

WELLS LIGHT MFG. CO.

EDWARD ROBINSON, Sole Proprietor,
Cor. Washington and Morris Sts., NEW YORK.

SEND FOR CIRCULAR.

LOG CARTS.

We build them RIGHT.
We build them CHEAP.

SOUTHERN LOG CART & SUPPLY CO.
Down in
MOBILE, ALA.

W. S. LEWIS Manufacturer of all kinds of KILN-DRIED AND JOINTED STAVES A ....SPECIALTY.... **SAWED STAVES**

Orders filled on short notice. **Kanawha County, Charleston, W. Va.**

SALMEN BRICK & LUMBER CO., Ltd., Slidell, La.

Manufacturers **Cypress and Yellow Pine Lumber.** Mixed Car Loads a ...Specialty...

A. I. LYON, LUMBER

Room 55, MANUFACTURERS' RECORD BUILDING,
N. W. Cor. Lexington and North Sts.
BALTIMORE, MD. **Yards, INDIANAPOLIS, IND.**

Mill men with good hardwood lumber to offer for cash are invited to correspond with me.

CABLE "HEALD." P. O. BOX 202.

PRICE & HEALD,

Wholesale Dealers and Manufacturers

HARDWOODS AND POPLAR

Sawed on the Log, for Domestic or Foreign Trade.

Yards, Locust Point. **Office, Manufacturers' Record Building.**
Branches: Grafton, W. Va., Bristol Tenn. BALTIMORE, MD.

CREOSOTED PILES, LUMBER and CROSSTIES

Treated with Dead Oil of Coal Tar.

PINOLINE WOOD PRESERVATIVE.
Highest Antiseptic Qualities. Insoluble in water.

PINOLINE ROOFING PAINT.
Durable, Elastic and Cheap.

FOR PRICES WRITE

Fernandina Oil & Creosote Works, Fernandina, Fla.

SOUTHERN LUMBER DIRECTORY.

A List of Leading Lumber Dealers and Manufacturers in the South.

This list of representative Southern lumber merchants and manufacturers is published for the benefit of those who desire to reach responsible houses in this branch of business in the South. Readers of the MANUFACTURERS' RECORD who have occasion to correspond with any of the firms mentioned below will confer a favor by mentioning this paper.

YELLOW PINE.

Manufacturers.

Villa Rica Lumber Co., Anniston, Ala.
Reddle & Simonson, Birmingham, Ala.
Hawkins & Smith, Birmingham, Ala
Marbury Lumber Co., Bozeman, Ala.
Marbury & Jones, Bozeman, Ala.
Peters Lumber Co., Brewton, Ala.
W. T. Smith Lumber Co., Chapman, Ala.
LaFayette Cooke, Cook's Springs, Ala.
Dunham Lumber Co., Dunham, Ala
W. J. Williams & Son, Eustis, Ala.
E. Walker, Flomaton, Ala.
Gadsden Lumber Co., Gadsden, Ala.
Tuscaloosa Lumber Co., Hull, Ala.
J. B. Adams, Longview, Ala.
S. B. Allen & Co., Montgomery, Ala.
Moore & Kirkland, Montgomery, Ala.
Wm. C. Holt, Montgomery, Ala.
Pansey Lumber Co., Pansey, Ala.
T. H. Boxley, Sterrett, Ala.
S. A. Blassingame, Verbena, Ala.
J. C. Jackson & Sons, Wilsonville, Ala.
Martin Lumber Co., Bolinger, Ark.
Long-Bell Lumber Co., Buckner, Ark.
T. M. Turpie, Caldwell, Ark.
Cotton Belt Mill, Cotton Belt, Ark.
Fordyce Lumber Co., Fordyce, Ark.
Fort Smith Lumber Co., Fort Smith, Ark.
Red River Lumber Co., Lewisville, Ark.
North Arkansas Lumber Co., Portia, Ark.
Bluff City Lumber Co., Pine Bluff, Ark.
Kansas City & Southern Lum.Co.,Sedgewick,Ark.
J. I. Porter Lumber Co., Stuttgart, Ark.
A. J. Neimeyer Lumber Co., Waldo, Ark.
Simpson & Co., Bagdad, Fla.
Carey & Ollinger, Bagdad, Fla.
Sanford Lumber Co., Caryville, Fla.
Skinner & McDavid, Escambia, Fla.
J. P. Little, Sumner, Fla.
Chipola Lumber Co., Mariana, Fla.
Southern States Land & Lum. Co., Muscogee, Fla.
Armstrong & White, Neoga, Fla.
McMillan Mill Co., Pine Barren, Fla.
Georgia & Florida Investment Co., Tallahassee, Fla.
J. J. Hanesley, Americus, Ga.
Perkins Mfg. Co., Augusta, Ga.
Flint River Lumber & Export Co., Bainbridge, Ga.
Brown & Garber, Brunswick, Ga.
Donaldson Lumber Co., Donaldsonville, Ga.
T. W. Garbutt & Co , Garbutt, Ga.
James K. Clark Lumber Co., Gertrude, Ga.
Bewich Lumber Co., Hazelhurst, Ga.
Mineola Lumber Co., Mineola, Ga.
O'Neill Manufacturing Co., Rome, Ga.
Hilton & Dodge Lumber Co., St. Simon's Mills, Ga.
Julius Levin & Co., Alexandria, La.
Bradley-Ramsey Lumber Co., Lake Charles, La.
Gulf Lumber Co., New Orleans, La.
W. W. Carre, New Orleans, La.
McEwen & Murray, Limited, New Orleans, La.
A.Wilbert's Sons Lum.& Shin.Co.,Plaquemine,La.
Hearn & Co., Robertsville, La.
Victoria Lumber Co., Victoria, La.
Keystone Lum. & Imp. Co., Bogue Chitto, Miss.
J. S. Blackburn, Ellisville Depot, Miss.
W. L. Rankin & Bro., Fayetteville, N. C.
C. C. Wade & Son, West End, N. C.
Bridges & McKirthan Lumber Co., Wilmington, N. C.
O. W. Alderman, Alcolu, S. C.
E. D. Mims, Edgefield, S. C.
Mallard Lumber Co., Greeleyville, S. C.
Reliance Lumber Co., Beaumont, Texas.
Lutcher & Moore Lumber Co., Orange, Texas
D. R. Wingate Lumber Co., Orange Texas.
Southern Pine Lumber Co., Texarkana, Texas
Warren Lumber Co., Warren, Texas.
Wm. Kirk, Parkersburg, Va.
Cairo Mfg. & Lumber Co., Petroleum, W. Va

NORTH CAROLINA PINE.

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Geo. F. Sloan & Bro., Baltimore, Md.
Kyland & Brooks Lumber Co., Baltimore, Md.
R. T. Waters & Son, Baltimore, Md.
Aberdeen Lumber Co., Aberdeen, N. C.
Page Lumber Co., Aberdeen, N. C.
C. W. Mobley & Co., Berry, N. C.
Gay Manufacturing Co., Bosley, N. C.
Albemarle Lumber Co., Elizabeth, N. C.
W. L. Rankin & Bro., Fayetteville, N. C.
Frank Hitch, Hamilton N C
Butters Lumber Co., Hub, N. C.
Nansemond Lumber Co., Montrose Landing, N.C.
W. B. Blades & Bro., New Berne, N. C.
Stimson Lumber Co., New Berne, N. C.
John L. Roper Lumber Co., Roper, N. C.
S. R. Fowle & Son, Washington, N. C.
S. R. Fowle & Son, Wilmington, N. C.
Camp Manufacturing Co., Winton, N. C.
W. T. Ferguson, Ferguson's Wharf, Va.
Cooper & Spottswood, Jarratts, Va.
Apex Lumber Co., Lynchburg, Va.
D. S. Jones, Newport News, Va.
Tunis Lumber Co., Norfolk, Va.
George G. Tyler, Norfolk, Va.
Cummer Co., Norfolk, Va.
H. M. Owen, Pungo, Va.
R. G. Dennis Lumber Co., Suffolk, Va.
Mitchell & Steele, Steeleville, Va.
George E. Burt, Waverly, Va.

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Cumberland Lumber Co., Ronceverte, W. Va
A. E. Huddleston, White Sulphur Springs, W. Va.
Caldwell Land & Lumber Co., Philadelphia, Pa.

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Cypress Lumber Co., Sherrill, Ark.
Tallapoosa Lumber Co., Sistrunk, Ala.
T. M. McMillan, Stockton, Ala.
J. P. Little, Sumner, Fla.
Cypress Lumber Co., Apalachicola, Fla.
Wilson Cypress Co., Palatka, Fla.
Hillsborough Cypress Co., Harney, Fla.
St. Mark's Lumber Co., Tallahassee, Fla.
Atlanta Cyress Lumber Co., Atlanta, Ga.
Bibb Land & Lumber Co., Cox, Ga.
N. B. Trellue & Co., Patterson, La.
Julius Levin, Alexandria, La.
Burton Lumber Co., Berwick, La.
Louisiana Cypress Lumber Co., Harvey,. La
Lutcher & Moore Cypress Lum. Co., Lutcher,La.
Iberia Lumber Co., New Iberia, La.
McEwen & Murray, Limited, New Orleans, La.
Callahan & Lewis Mfg. Co., Patterson, La.
J. H. Leavenworth, Greenville, Miss.
E. G. Goddard Lumber Co., Logtown, Miss.
R. F. Learned, Natchez, Miss.
Wm. Carphey, Vicksburg, Miss.
W. H. Richardson, Eagle Rock, N. C.
W. D. Hickman, Granite, N. C.
W. B. Ellis, New Berne, N. C.
Hilton & Dodge Lumber Co , St. Simon's Mills, Ga.
Hansen & Smith, Wilmington, N. C.

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Manufacturers.

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Mobile Shingle & Manufacturing Co., Mobile, Ala.
J. D. Cameron & Son, Mobile, Ala.
Stewart & Butt, Mobile, Ala.
Wm. C. Holt, Montgomery, Ala.
The Cypress Lumber Co., Apalachicola, Fla.
Highland Land & Lumber Co., Humphrey, Ark.
Niemeyer & Darragh Shingle Co.,Little Rock,Ark.
Carrey & Ollinger, Bagdad, Fla.
Bohemia Shingle Mill Co., Bohemia, Fla.
Wm. A. McCann, Jacksonville, Fla.
Cherokee Lumber Co., Atlanta, Ga.
T. E. Collier, Cordele, Ga.
J. L. Maxwell, Cornelia, Ga.
J. S. Owens, Hawkinsville, Ga.
H. H. Tift, Tifton, Ga.
Julius Levin & Co., Alexandria, La.
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H. C. Higman & Co., Decatur, Ala.
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Sample Lumber Co., Hollins, Ala.
W. O. Knowlton, Paint Rock, Ala.
Lathrop-Hatton Lumber Co., Riverside, Ala.
J. N. Hutchinson, Salem, Ala.
Guthrie Bros., Sulligent, Ala.
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Stetcher Cooperage Works, Jonesboro, Ark
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G. D. De Jarnatte, Mayfield, N. C.
Newton Spoke & Lumber Co., Newton, N. C.
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Johnson Bros. & Taylor, Brownsville, Tenn.
Gallatin Manufacturing Co., Gallatin, Tenn.
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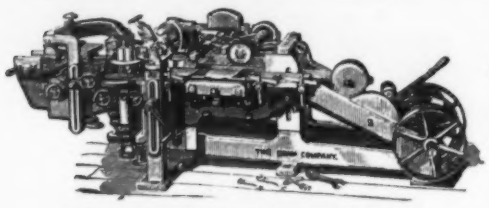
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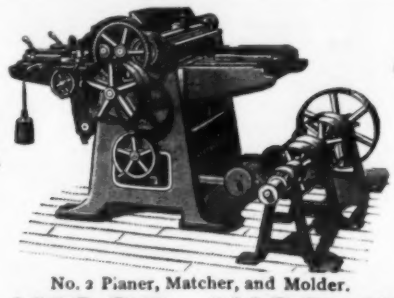
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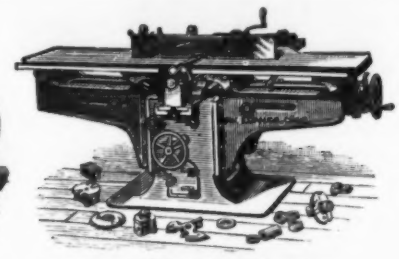
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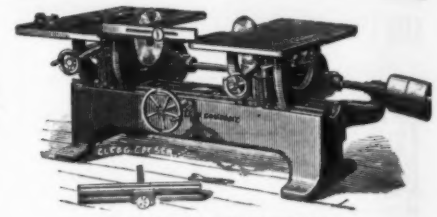
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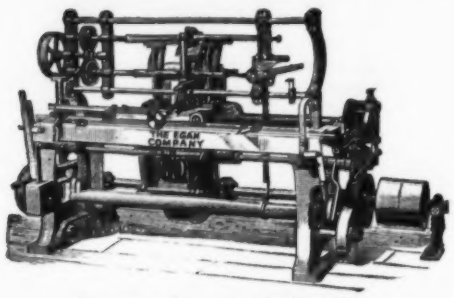
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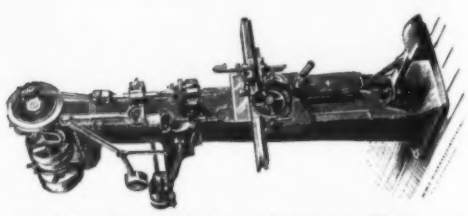
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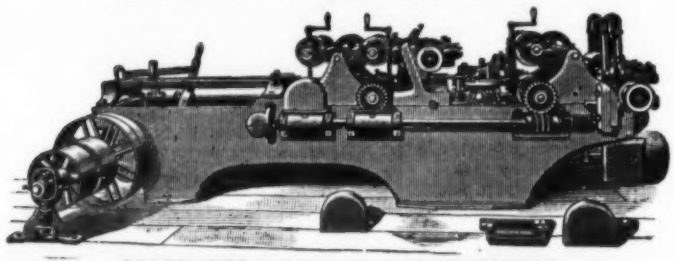
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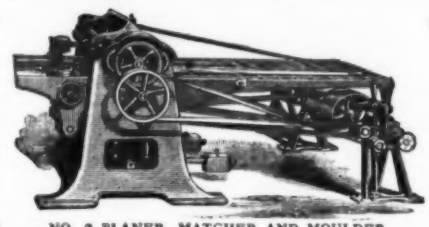
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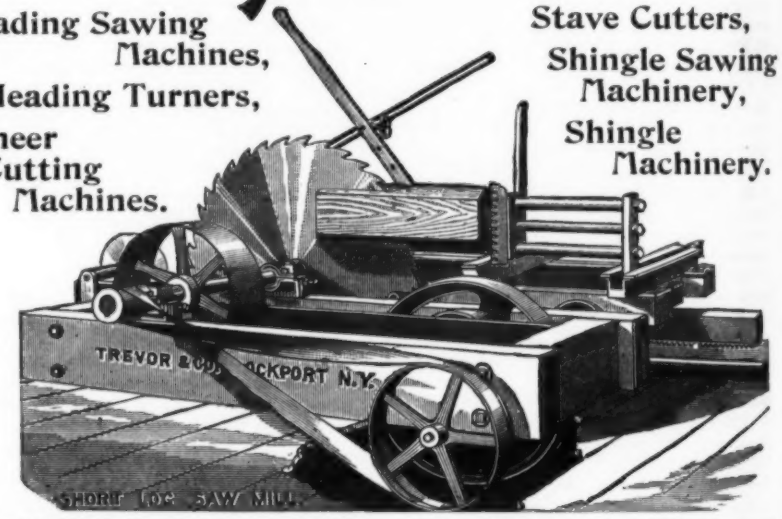
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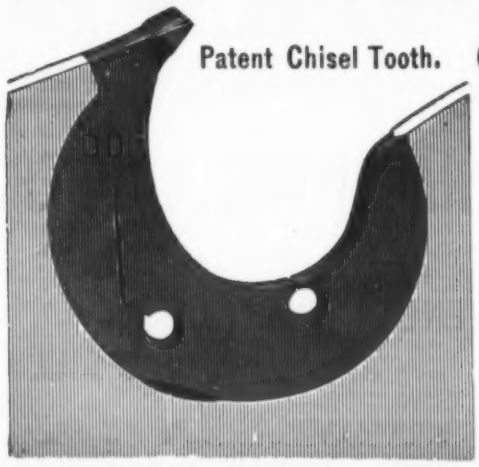
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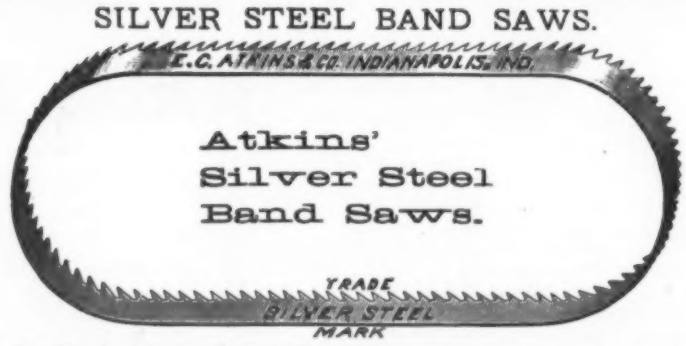
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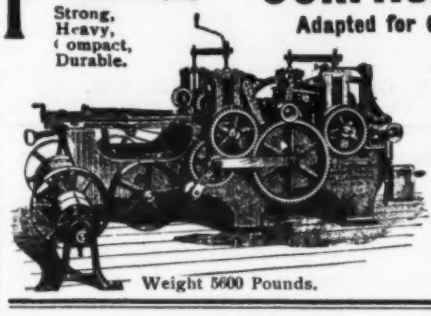
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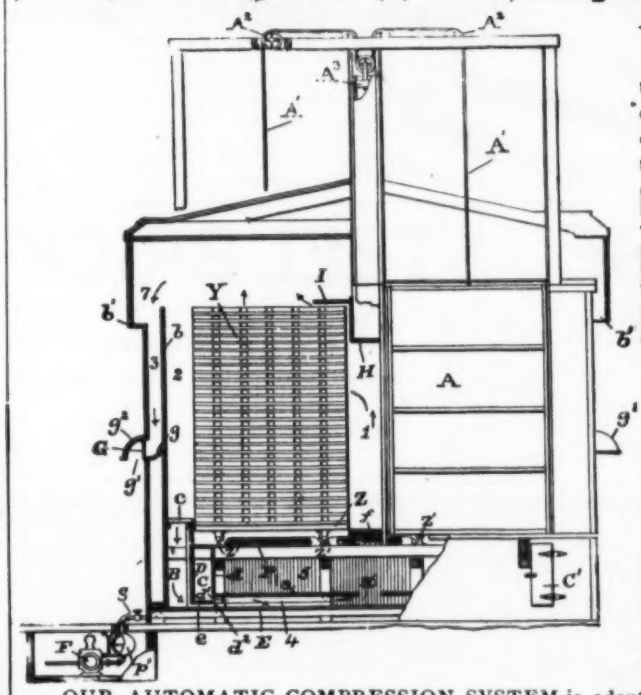
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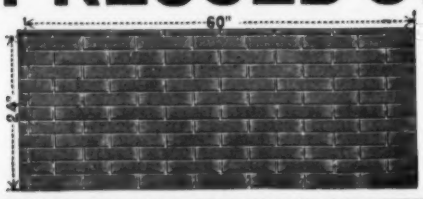


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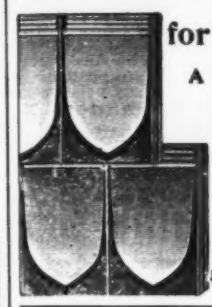
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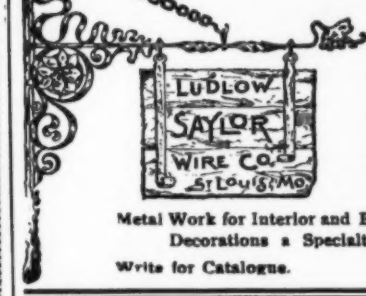
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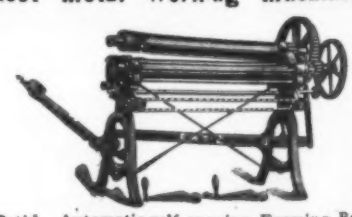
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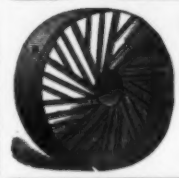
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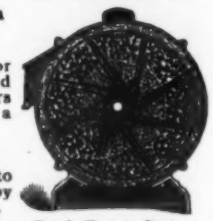
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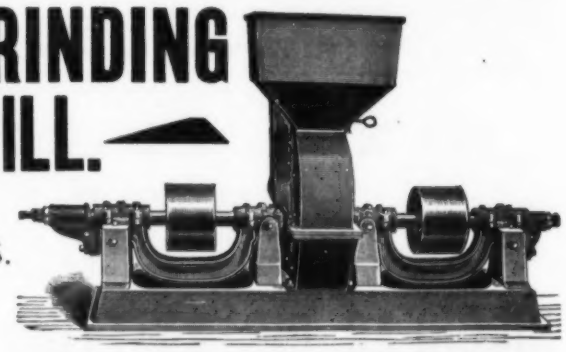
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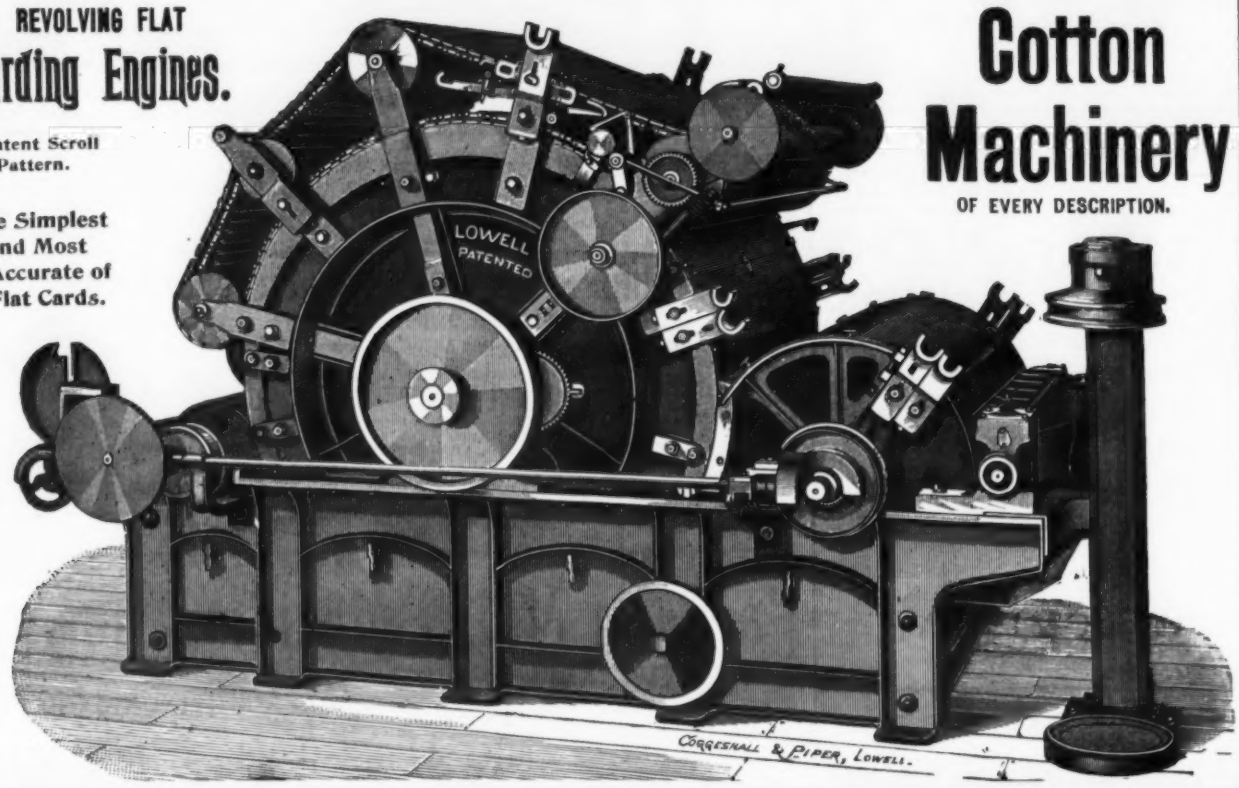
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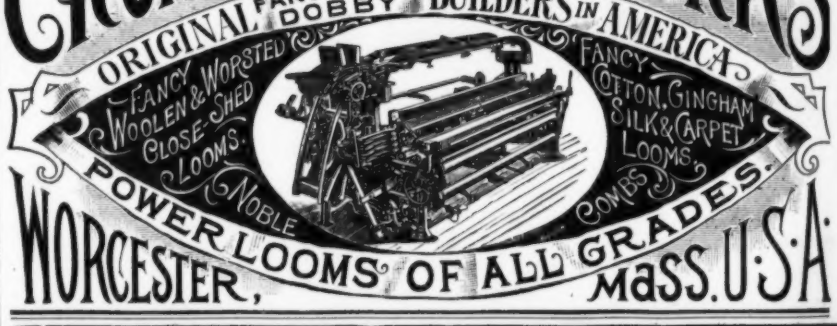
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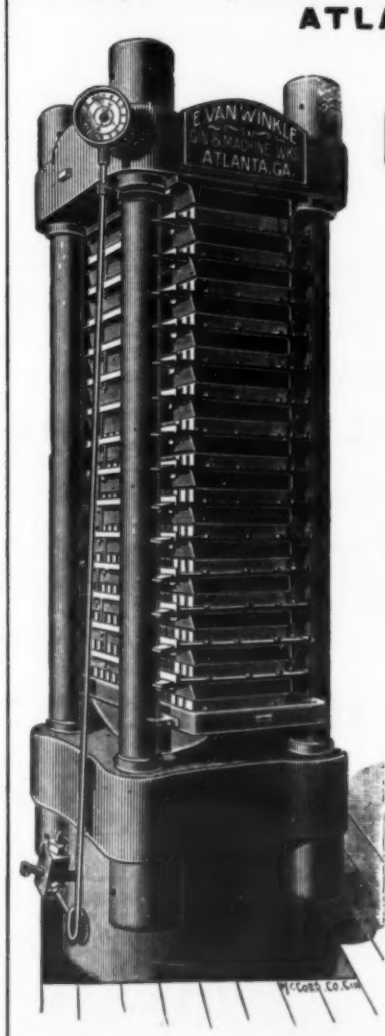
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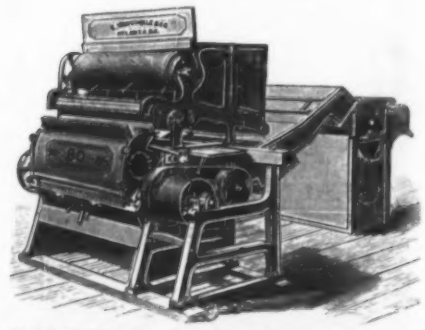
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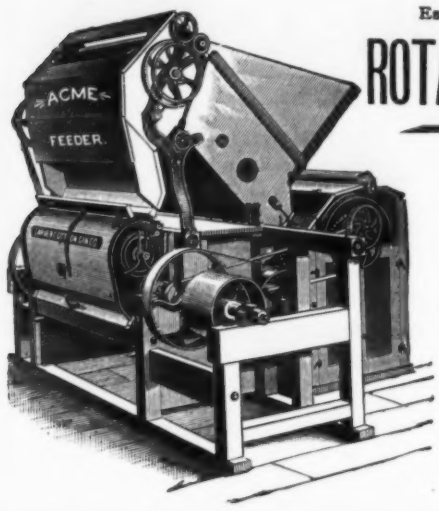
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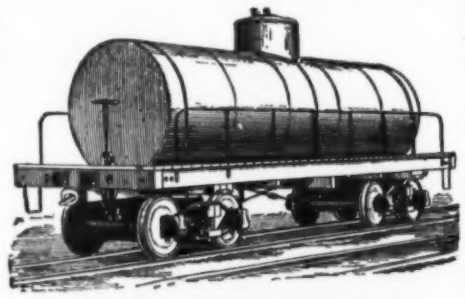
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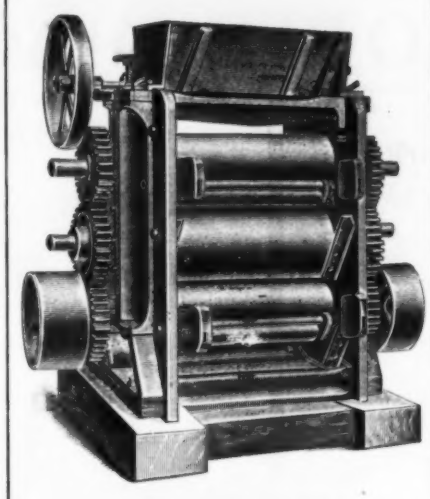
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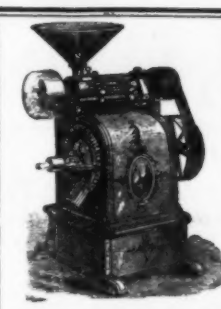
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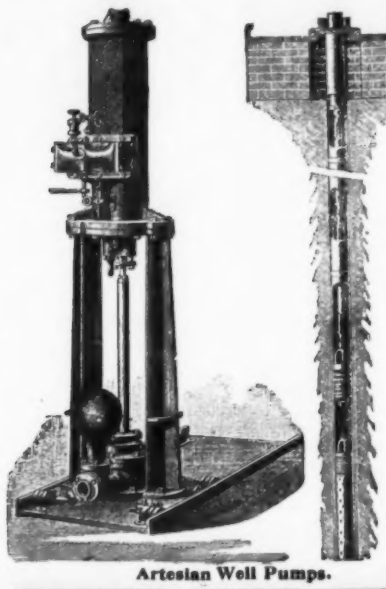
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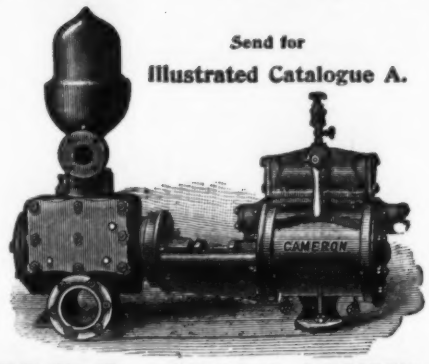
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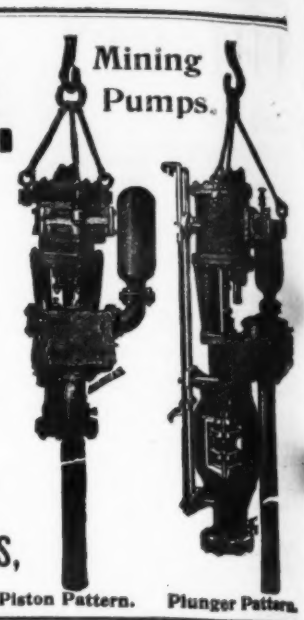
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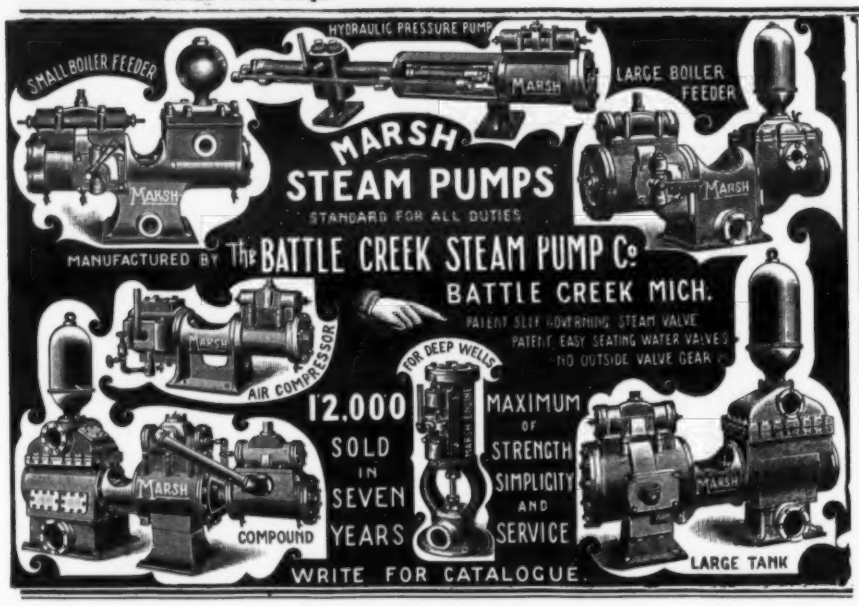
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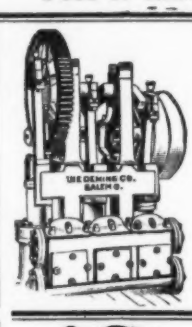


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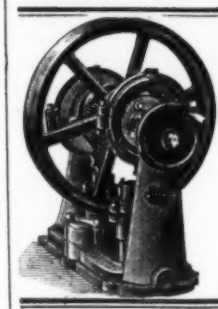


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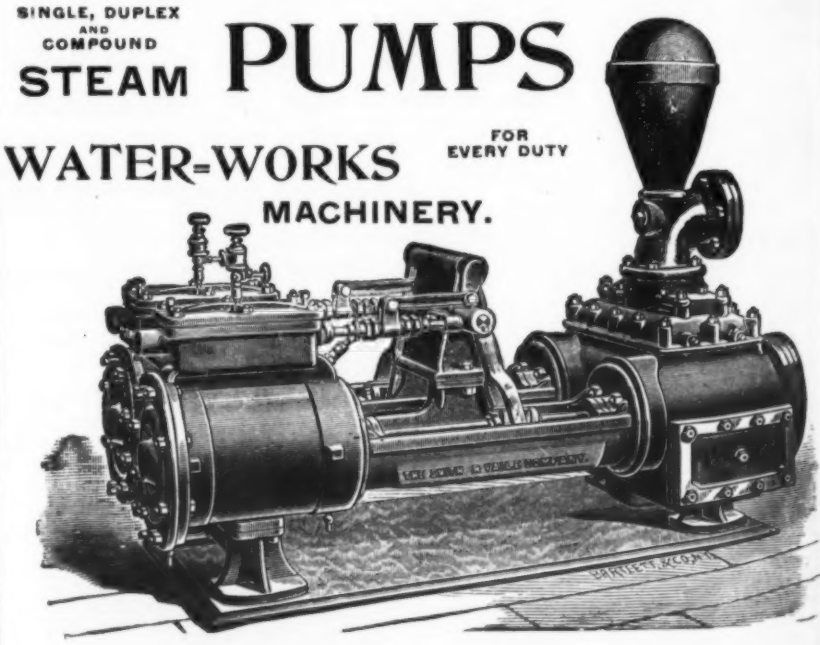
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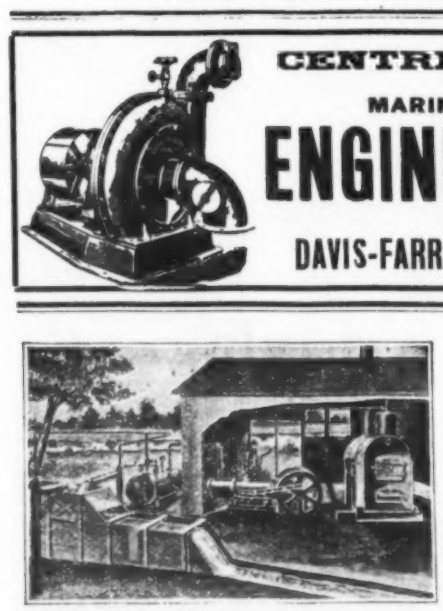
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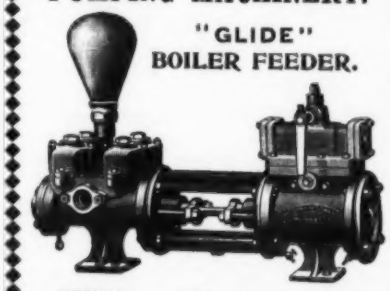
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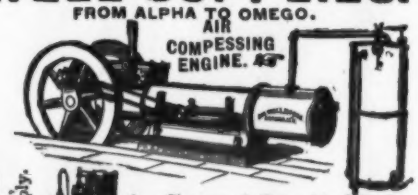
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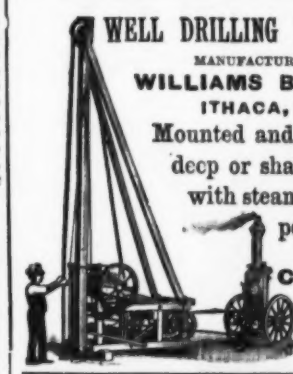
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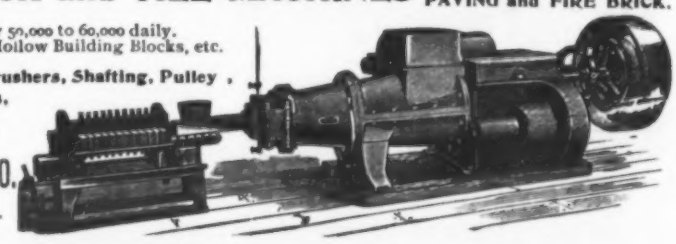
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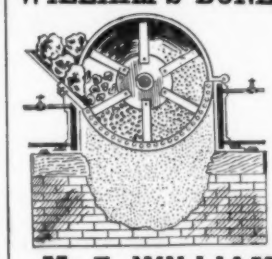
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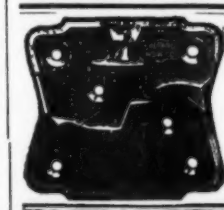
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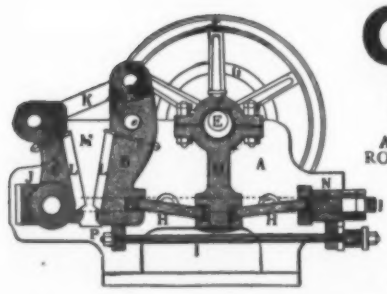
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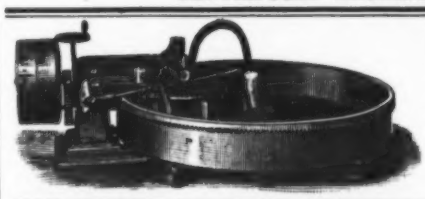
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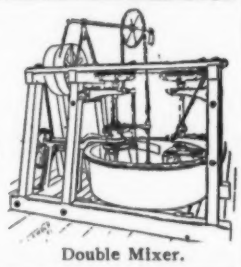
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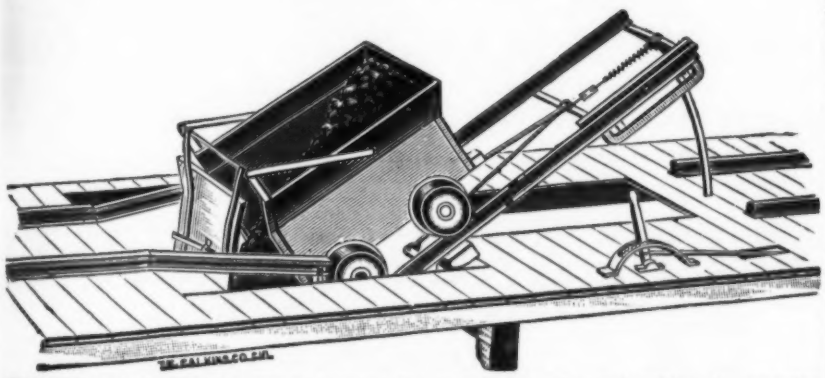
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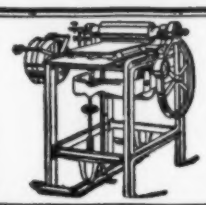


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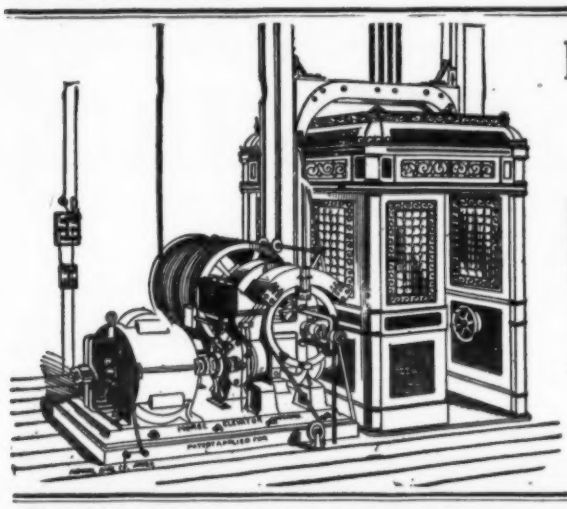
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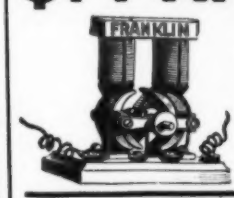
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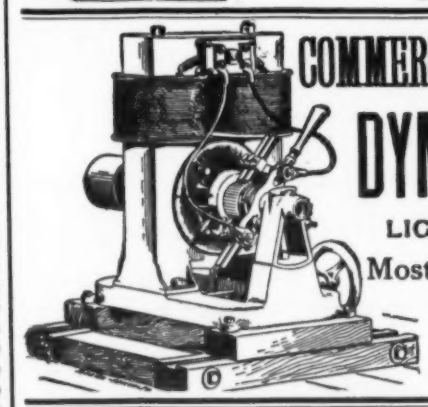
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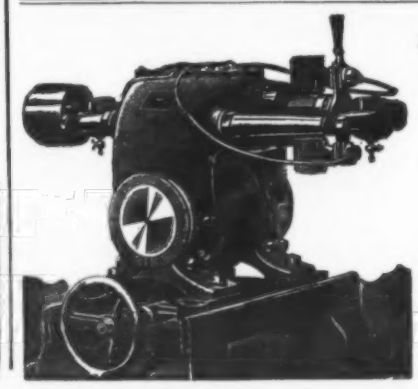
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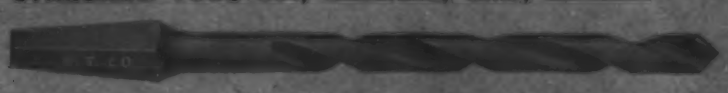


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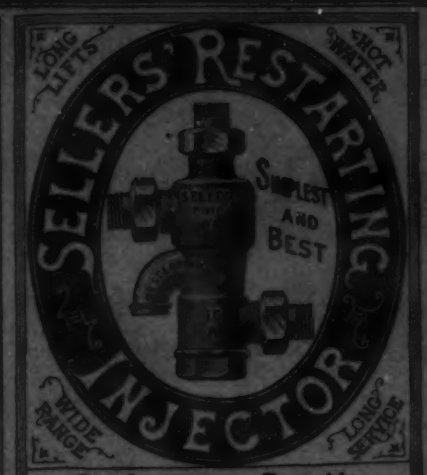
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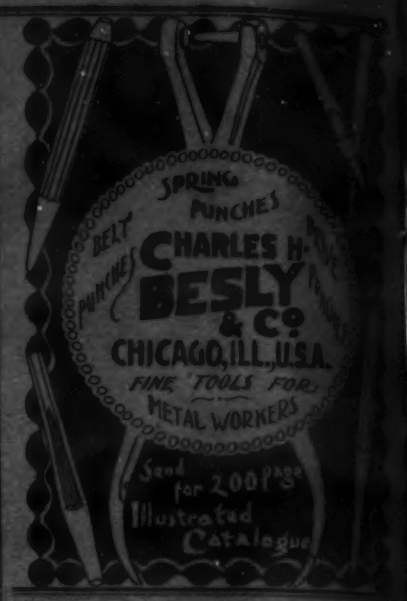


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